



Lake Superior Division

Timetable No.1

IN EFFECT AT 0001
Central Continental Time

Sunday April 10, 1994

Division Superintendent
C.F. TYE
Superior, WI
394-1221

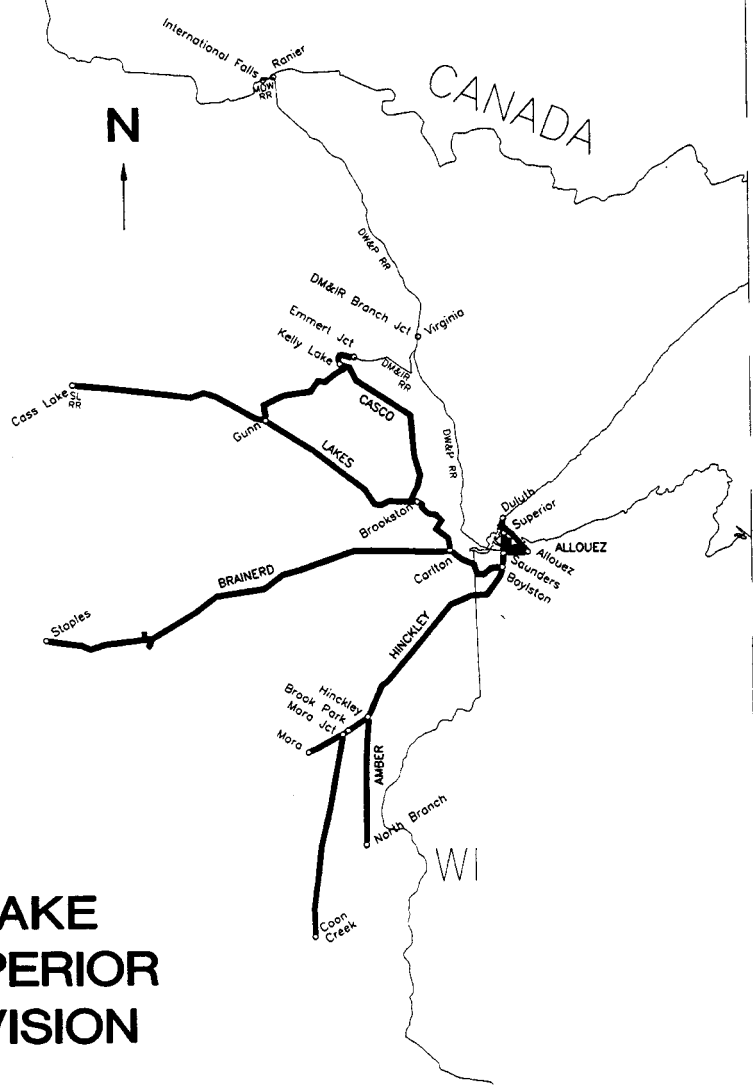
See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers

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CANADA

LAKE SUPERIOR DIVISION



WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Siding Switch Milepost Location	Mile Post Location	Lakes Subdiv MAIN LINE STATIONS		Distance from Superior	EASTWARD ↑	
						Trk	Rule 4.3 Oper			
		05004	28		5.4	SUPERIOR	BKT	Rule 6.2B	0.0	
					7.6	54th St	IY		2.1	
		05008			8.8	CENTRAL AVE	IJXY		3.3	
						To Rices Point Yard on Coal Track 10.1				
					9.4	M&J JCT	IJY		3.9	
		05010			10.3	SAUNDERS	IJX(2)Y		5.3	
		05013			12.6	BOYLSTON	JTXY	CTC	7.7	
					15.9	MP 15.9		TWC	11.0	
	9,700	D5033			33.0 34.9	34.0	CHUB LAKE		ABS	26.8
						35.0	CARLTON JCT	J		27.8
		05039			41.1	CLOQUET			34.0	
	7,869			49.2 50.9	50.0	DRACO		CTC	42.9	
	10,480	D5055	30	55.9 58.0	57.7	BROOKSTON			50.5	
	9,785	D5073			73.0 75.0	75.6	FLOODWOOD			68.3
	9,216	D5079			82.1 83.9	82.2	ISLAND			74.9
	9,893	D5090			90.3 92.4	92.1	SWAN RIVER			84.8
	9,917	D5099			100.0 102.0	101.0	PHILBIN			93.8
	7,036	D5106			108.9 108.4	108.4	GUNN	JT		101.3
		D5109				112.1	GRAND RAPIDS	BK	TWC ABS	104.3
	4,942	D5115			116.7 117.7	117.0	COHASSET	T		109.3
	6,950	D5124			125.6 127.0	125.7	DEER RIVER			118.1
	3,705	D5131			132.2 133.0	132.8	BALL CLUB		TWC	125.2
	6,228	D5151		152.7 153.9	152.9	SCHLEY			145.7	
		D5163			164.9	CASS LAKE	BKTY		157.2	

BN Radio Channel No. 1 in service on this subdivision for road crews.

BN Radio Channel No. 2 in service for yard crews.

Train Dispatcher Calls—Chub Lake—79, Floodwood—94, Grand Rapids—92, Schley—93, Bemidji—72, Brookston—97

DM&R Dispatcher—Steeltown—96

Train Dispatchers Telephone Numbers—8—782—3409

1. Maximum Speed Permitted	Freight
54th St to Cass Lake	50 MPH.
54th St to MP 70	40 MPH.
MP 21.0 to MP 34.0	35 MPH.
MP 34.0 to MP 39.6	40 MPH.
MP 39.6 to MP 41.3	30 MPH.
MP 41.3 to MP 46.6	40 MPH.
MP 46.6 to MP 47.4	35 MPH.
MP 47.4 to MP 70	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 116.0	25 MPH.
MP 115.8 (End ABS) and Cass Lake	49 MPH.

Cass Lake—On all tracks head end of train over footwalk crossing located at MP 164.5 10 MPH.

Trains or engines through No. 20 turnouts at following locations 35 MPH.
 West Crossovers Saunders
 Boylston (Dual Controlled Crossover)
 MP 15.9
 East and West Switch 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, Not Coal Main

Deer River—Head end over city crossings between MP 125.5 to MP 125.9 25 MPH.
 Item 1A, all subdivisions, 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
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may operate only between Superior and Cass Lake.

Between Superior and Duluth do not exceed 10 MPH over bridge 94.6 Grassy Point Draw Bridge when handling loaded CCX cars. BN 466000–46999 weighing more than 131 tons.

No. 4 yard track locomotives heavier than 137.5 tons not permitted.

3. Type of Operation—

TWC Instructions—

Southward Hinckley Subdivision trains will require a track warrant at Saunders.

Rule 6.13 Yard Limits— 54th Street to Boylston.

Cass Lake yard limits MP 162 Lakes Subdivision to 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 35.1	MP 39.7	MP 40.55	MP 58.5
MP 70.2	MP 75.2	MP 75.6	MP 88.2

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

State Line	MP 25.4 (DED Only)
Carlton	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.

Gunn— Do not exceed 10 MPH on siding

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— Trackage from Central Ave. MP 8.8 and Rices Point Yard MP 1.6 is considered Industrial Track, Rule 6.28 applies and the following speeds apply:

Coal Main between Central Avenue MP 8.8 and 28th Street MP 6.1	20 MPH.
Between 28th Street MP 6.1 and connecting track MP 3.5 Head end restriction only	12 MPH.
Between MP 3.5 and Rices Point Yard MP 1.6	12 MPH.
Eastward and Westward Freight Main Track 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. Engineer will make 20 PSI reduction.
2. Brakeman will close angle cock on car.

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 head end of train while train is being moved by indexer. Wait until train has stopped moving to disembark.

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. If unable to communicate with control operator, movement may be made in accordance with Rule 9.12.2.

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 Superior and 54th Street—

Trackage from Superior to 54th is considered industrial track Rule 6.28 applies.

Between 54th Street and CTC Saunders—

Track and Time maybe issued to Maintenance of Way employees on main tracks.

Saunders— Trains arriving and departing will report by radio loads, empties, tons and time to operator.

Automatic Switches are located at:

MP 15.9

Chub Lake Siding – east switch

Seyton— Normal position of east switch to Pottlatch spur, will be lined for Pottlatch spur.

New Lumbermans' spur located 1400 feet west on Pottlatch spur protected by gate and secured by switch lock. After switching this track, derail and gate must be closed and locked.

Train crews will use key controllers to activate warning device signals at county highway No. 63 on Pottlatch Spur.

Key controllers are located on signal case and on crossing signal.

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.

Cass Lake– Whistle signal Rule 5.8.2(II) must be sounded by all trains over footwalk.

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 thier 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

8. Other Line Segments–

Terminal Line Segments–

Line Segment	Duluth	Limits
214	Double Track	Garfield Ave–DWP Jct
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–Minnesota Draw
504	Rice's Point Yard	Garfield Ave–Minnesota Draw
506	Austin Yard	39th–48th Ave W
508	Mike's Yard	Main St–72nd Ave W

Line Segment	Superior	Limits
509	Belknap Yard	Winter St–28th St
510	17th St Yard	Elevator Station–28th St
511	28th St Yard	28th St–Central Ave
512	Central Ave Yard	Central Ave–28th St
513	Saunders Yard	Saunders Tower –Yard Board
514	East End Yard	15th Ave E–31st Ave E
516	Allouze Ore Yard	Brandon Ave–CNW Crossing Dks 2&4
517	Allouze Tac Yard	Brandon Ave–CNW Crossing Dk 1
518	Hill Ave Yard	31st Ave E–Central Ave

Yard Line Segments–

Line Segment	Limits
519	Cloquet

Other Road Line Segments–

Line Segment	Limits	Mileposts
27	Central Ave–Superior	9.1 to 5.6
28	Central Ave –Elevator Sta.	9.0 to 3.1
233	Central Ave–Allouze	67.9 to 62.7
234	Berwind Jct–LST&T Jct	0.0 to 3.5
235	W Duluth –New Duluth	0.0 to 3.5
505	Rice's Point–Berwind Jct	1.6 to 1.3

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
05068	Mirbat	5.4 east of Floodwood	7	East
05086	Wawina	6.7 west of Island	7	East
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 Ball Club	23	West
05156	Webster Lumber Co	5.3 west of Schley	16	East
05273	International Falls via DWP	172.1 west of Superior	Yard	Both

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Allouez Subdiv BRANCH LINE STATIONS			EASTWARD
					Trk	Rule 4.3 Oper	Distance from Allouez	
		52004	29	6.0	ALLOUEZ	BTX	Rule	0.0
				7.9	KOPPERS SPUR	Y	6.28	1.8
				8.8	CRAWFORD CREEK	IY		2.9
		05010		10.3	SAUNDERS	IJXY	CTC	4.2

BN Radio Channel No. 2 in service for this Subdivision.

Train Dispatchers Telephone Numbers—8-782-3409

- 1. Maximum Speed Permitted—** **Freight**
- Crawford Creek to Saunders **25 MPH.**
 - Through turnouts at following locations:
 - Crawford Creek 25 MPH.
 - Saunders 25 MPH.
 - MP 8.9 headend speed restriction for westward trains on either track at westward absolute signal 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:**
- Allouez to Saunders 143 tons
 - 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) may operate.
- 3. Type of Operation—**
- Rule 6.13 Yard Limits—**Main track between MP 8.8 to MP 10.3 between Crawford Creek and Saunders is Continuous Yard Limits.
- 4. General Code of Operating Rules Items—**
- Rule 6.19—** Not required.
- 5. Trackside Failed Equipment Detectors (FED)—**
- A. Protecting bridges, tunnels or other structures: NONE
 - B. Other FED locations: NONE
- 6. FRA Excepted Track—**NONE
- 7. Special Conditions—**
- 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 this building. 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.
- Between Allouez and Crawford Creek—** Track from Allouez to Crawford Creek is industrial track, Rule 6.28 applies. Between the west new loop track switch and Crawford Creek maximum speed is 25 MPH.
- Between CTC Saunders and Crawford Creek—** Track and time may be issued to employees on main track.

Unless otherwise instructed by Yardmaster, road Crews handling loaded Taconite trains (new cars 99000 series) 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. Other Line Segments—NONE

9. Locations not Shown as Stations—NONE

SOUTHWARD	Length of Siding in Feet	Station No.	Line Segment	Siding Switch Milepost Location	Mile Post Location	Hinckley Subdiv MAIN LINE STATIONS			Distance from Boylston	NORTHWARD
						Trk	Rule 4.3 Oper			
		05013	2108		11.8		BOYLSTON	JT	CTC	0.0
6,118	06112			23.4 24.7	24.5		FOXBORO			12.7
7,129	06100			35.9 37.3	36.6		NICKERSON			24.7
5,690	06088			48.4 49.5	48.9		BRUNO			36.9
6,957	06080			56.5 57.9	57.2		ASKOV			45.3
7,685	06074			62.5 63.9	63.1		SANDSTONE			51.2
7,417	06065			72.3 73.8	72.3		HINCKLEY	BJ	TWC	60.3
8,553	06057	28		78.7 80.5	80.1		BROOK PARK		ABS	68.2
					80.5		MORA JCT			68.6
9,000	06046			90.0 91.7	91.3		GRASSTON			79.4
8,800	06029			106.0 109.8	107.4		CAMBRIDGE			95.5
4,958	06018			118.6 119.6	119.0		BETHEL			107.2
9,000	06006			129.7 131.5	131.0		ANDOVER			119.1
	00448				136.9		COON CREEK	J	CTC	125.0

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

Train Dispatcher Calls—Nickerson—85, Hinckley—86, Cambridge—87, DMIR—96, Elk River—80, Carlton—84.

Train Dispatchers Telephone Numbers—8-782-3408

1. Maximum Speed Permitted—

Freight

Boylston to Coon Creek	50 MPH.
Boylston to South end of Bridge 15.5	35 MPH.
South end bridge MP 15.5 to MP 24.5	40 MPH.
Hinckley MP 72.0 to MP 72.3	40 MPH.
Through turnout at:	
Coon Creek and Boylston	35 MPH.
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
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) may operate.
 Six axle locomotives not permitted between Mora Jct. and Mora.

3. Type of Operation—

TWC—in effect on this Subdivision.

Rule 6.13 Yard Limits—NONE

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.

Rule 6.28- Track between Mora Jct. and Mora is Industrial Track. Maximum speed 25 MPH.

5. Trackside Failed Equipment Detectors (FED)-

A. Protecting bridges, tunnels or other structures:

- Foxboro (EWD) MP 20.8 (DED Only)
- Sandstone (WWD) MP 60.5 (DED Only)
- Sandstone (EWD) MP 66.5

B. Other FED locations:

- Foxboro (WWD) MP 20.8 (DED Only)
- Nickerson MP 39.3
- Sandstone (EWD) MP 60.5 (DED Only)
- Sandstone (WWD) MP 66.5
- Braham MP 96.3
- Andover MP 126.5 (DED Only)

6. FRA Excepted Track- NONE

7. Special Conditions-

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 Tons O.B. must not occupy siding at Sandstone and Bruno.

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

8. Other Line Segments-

Yard Line Segments-NONE

Other Road Line Segments-

Line Segment	Limits	Mileposts
219	Mora-Brook Park	47.2 to 58.3

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
06012 Cedar	5.7 north of Andover	8	South
06024 Husky Spur	7.4 south of Cambridge	2	South
06024 Isanti	5.7 south of Cambridge	54	Both
06040 Braham	5.3 south of Grasston	25	South
07438 Mora	11.4 south of Brook Park	5	Both

SOUTHWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Amber Subdiv BRANCH LINE STATIONS		Distance from Hinckley	NORTHWARD	
						Rule 4.3 Oper				
		06065		75.4		HINCKLEY	BJY	0.0		
		51063	214	62.6		PINE CITY		13.1		
		51053		52.7		RUSH CITY	Y	TWC	22.9	
		51041		40.7		NORTH BRANCH			34.9	

**BN Radio Channel No. 1 in service on this Subdivision.
 Train Dispatcher Calls—Hinckley—86, Elk River—80
 Train Dispatchers Telephone Numbers—8-782-3408**

- 1. Maximum Speed Permitted—** **Freight**
Hinckley to North Branch **25 MPH.**
 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
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) may operate.
- 3. Type of Operation—**
 TWC—in effect on this Subdivision
Rule 6.13 Yard Limits—in effect:
 Hinckley MP 75.4 to MP 73.5
 Rush City MP 53.9 to MP 52.0
- 4. General Code of Operating Rules Items—**
Rule 6.19— When flagging is required, distance will be 1.0 miles.
- 5. Trackside Failed Equipment Detectors (FED)—**
 A. Protecting bridges, tunnels or other structures: NONE
 B. Other FED locations: NONE
- 6. FRA Excepted Track—** NONE
- 7. Special Conditions—**
 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. Other Line Segments—** NONE
- 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.	Line Segment	Siding Switch Milepost Location	Mile Post Location	Brainerd Subdiv		Distance from Carlton	
						MAIN LINE STATIONS			
						Trk	Rule 4.3 Oper		
	6,386	05033	27	28.2 28.5	28.5		CARLTON	CTC	0.0
	6,387	52138		43.7 45.0	44.0		15.5 CORONA		15.5
	9,000	52147		52.6 54.4	53.8		9.3 WOODBURY		25.4
	5,994	52165		71.1 72.5	72.0		17.6 McGREGOR		43.0
	8,000	52173		78.3 79.5	79.6		8.7 KIMBERLY		51.7
	5,698	52185			91.5		11.9 AITKIN	TWC	63.6
	8,946	52205		110.1 111.9	111.5		19.9 LOERCH		83.5
	6,840	52212		115.5 117.7	117.0		7.2 BRAINERD XBKT		90.7
	6,310	52226		131.9 133.2	132.1		13.4 PILLAGER		104.1
	6,404	52235		140.9 142.1	141.0		8.7 MOTLEY		112.8
		00567			147.8		7.3 STAPLES BJKTX	CTC	120.1

BN Radio Channel No. 2 in service on this Subdivision. Train Dispatcher Calls—Carlton—84, McGregor—89, Deerwood—90, Brainerd—83
Train Dispatchers Telephone Numbers— Mon thru Fri 0600 to 1430 8-782-3465 , Evenings, Sat & Sun—8-782-3408

- 1. Maximum Speed Permitted—**
- | | |
|--|---------|
| Carlton to Staples | 49 MPH. |
| Carlton to Brainerd trains over 100 tons/OB | 40 MPH. |
| MP 91.3 to MP 91.4 | 40 MPH. |
| MP 93.6 to MP 95.5 | 35 MPH. |
| Bridge 95.5 Aitkin, Cars heavier than 135 tons | 10 MPH. |
| MP 97.4 to MP 98.7 | 35 MPH. |
| Brainerd MP 118.5 to MP 119.4 Headend over public crossing | 35 MPH. |
| Through turnout at Carlton Jct | 25 MPH. |
| Through all sidings | 12 MPH. |
- Item 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:
 Carlton to Staples 143 tons
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) may operate.
- 3. Type of Operation—**
 TWC—in effect on this Subdivision
Rule 6.13 Yard Limits— in effect:
 Staples – MP 145.9 to Begin CTC 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: NONE
 Deerwood MP 122.1 (DED Only)
- B. Other FED locations:**
 Woodbury MP 51.2
 Aitkin MP 88.1
 Baxter MP 108.0 (DED Only)
 Deerwood MP 122.1 (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 and Loerch. Trains of less than 25 cars exceeding 100 tons O/B are permitted to use any siding except Aitkin.

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.

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. Other Line Segments--

Yard Line Segments--

Line Segment	Limits
523	Brainerd Shop
525	Brainerd

Other Road Line Segments--NONE

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	15.4 east of McGregor	21	West
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
52240 Northern Mfg Spur	3.5 east of Staples	9	West

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Siding Switch Milepost Location	Mile Post Location	Casco Subdiv		Distance from Brookston	EASTWARD
						MAIN LINE	STATIONS		
						Rule 4.3 Oper			
		05055	236		58.0	BROOKSTON	J		0.0
7,686	52311			68.3 69.8	69.2	11.4	BADEN		11.4
7,664	52325			81.9 83.4	82.7	13.6	FERMOY	CTC	25.0
7,616	52338				97.4	14.9	ONEGA		39.9
					107.5	10.4	KELLY LAKE		
		52401	237		0.0	6.7	BJKTY	ABS	50.3
						4.0	EMMERT	TWC	
19,572	52354				3.8	5.6	KEEWATIN		54.3
	52362				9.4	6.6	NASHWAUK		59.9
5,292	52373				16.0	5.4	CALUMET	TWC	66.5
	52376				21.4	4.6	BRAXTON JCT		71.9
5,402	52382			24.7 25.8	25.8	5.2	CANISTEO		76.5
	05106				31.3	5.2	GUNN	JT	81.7

BN Radio channel No.1 in service on this subdivision.

Train Dispatcher Calls—Floodwood—94, Grand Rapids—92, Kelly Lake—98, Brookston—97, DM & IR Dispatcher—Iron Jct—95

Train Dispatchers Telephone Numbers—8-782-3409

- 1. Maximum Speeds Permitted—**

Brookston to Kelly Lake	40 MPH.
Kelly Lake and Gunn	35 MPH.
MP 58.0 to MP 59.1	25 MPH.
MP 59.1 to MP 59.3	12 MPH.
MP 29.3 to MP 31.3	22 MPH.
Over Holman Bridge A—49A between DMIR MP 48 and MP 49 between (BN MP 20.0 and MP21.0) Calumet and Braxton Jct	20 MPH.
Kelly Lake	
Eastward passing signals 0.2 and 0.26	10 MPH.
Westward passing signal 107.5	10 MPH.
Trains or engines leaving siding on clear signal and through turnouts at following locations	25 MPH.
Baden	
Fermoy	

Item 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:

Brookston to Gunn	143 tons
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24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) may operate.
- 3. Type of Operation—**

CTC—in effect: MP 58.0 to MP 107.5

TWC—in effect; MP 0.0 to MP 31.2

ABS—in effect: MP 0.0 to MP 5.2

Rule 6.13 Yard Limits— in effect:
 Kelly Lake Casco siding — MP 106.2 to end of siding
 Kelly Lake — MP 107.3 to MP 0.2
 Kelly Lake to Emmert

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 supr is industrial track and maximum speed is 20 MPH. Loaded taconite trains 1.2 miles north of 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 104(M).

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 place at rear of train

Spring Switches without Facing Point Lock—

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 BN and DM&IR and authority for train movements is controlled by BN and BN 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 "K.D. Jct." switch and the dual control switch at MP 107.3 governing movement from the west to Gunn is "K.Y. Jct." switch.

Trackage between Emmert, Keenan and Virginia will be governed by DMIR current Timetable and Special Instructions.

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 5 MPH between first switch and the first road crossing as entering the plant routing over track scale, and 2 MPH over scale when weighing cars. Caboose must be cut off prior to completion of loading as caboose will not clear loading chutes. Caboose can be recoupled when loading is completed and chutes are clear of train.

An automated water spray system for dust control has been installed and is located approximately 500 feet east of weigh-in-motion scale. A two aspect signal governs movement through sprayer: Red aspect indicating that arm is extended—**Do Not Enter**, and Yellow—**Proceed**.

Sprayer will be operated during non-freezing weather and when operating, movement **cannot exceed 2 MPH**.

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

Red—Do Not Enter

Yellow—Proceed with Caution

8. Other Line Segments—

Yard Line Segments—NONE

Other Road Line Segments—

Line Segment	Limits	Mileposts
229	Emmert Jct—Virginia	56.5 to 82.1
238	Kelly Lake —Emmert Jct	16.43 to MP 122.80
257	Hibbing Taconite Line	0.0 to 6.6
260	National Taconite	0.0 to 4.2
261	Butler Taconite Spur	0.0 to 2.5

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
52306 Ariberg	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	Yard	Both
52440 Virginia	25.1 east of Emmert		East
52350 Keewatin Saw Mill Spur	1.9 west of Kelly Lake		East
52376 Braxton Industries	Taconite Jct	Yard	East

MINE SPURS

Name	Miles—Location	Switch Opens
52403 Hibbing Taconite	0.5 east of Kelly Lake	West

Division Operating Officers

G.S. PLOEGER	..... Terminal Superintendent	394-1226	..... Superior
D.J. RICHTER	..... Mgr. Operating Practices	394-1299	..... Superior
F.J. BENNETT	..... Trainmaster	394-1255	..... Superior
R.L. GRIFFIN	..... Trainmaster	394-1256	..... Superior
A.D. BENGSTON	..... Terminal Trainmaster	394-1300	..... Superior
S.D. SCHNUCK	..... Terminal Trainmaster	394-1301	..... Superior
J.A. HOVLAND	..... General Roadmaster	394-1218	..... Superior
M.F. SANFORD	..... Roadmaster	394-1235	..... Superior
W.G. LONNGREN	..... Roadmaster	782-3417	..... Mpls.
J.D. JOHNSON	..... Roadmaster	228-4027	..... Carlton
J.L. EMPTING	..... Roadmaster	(218) 326-9472	..... Grand Rapids
G. CONNERS	..... Mrg. Safety	394-1232	..... Superior
M.G. JUNGCK	..... Mgr. Rules	280-7279	..... Fargo
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