



Lake Superior Division

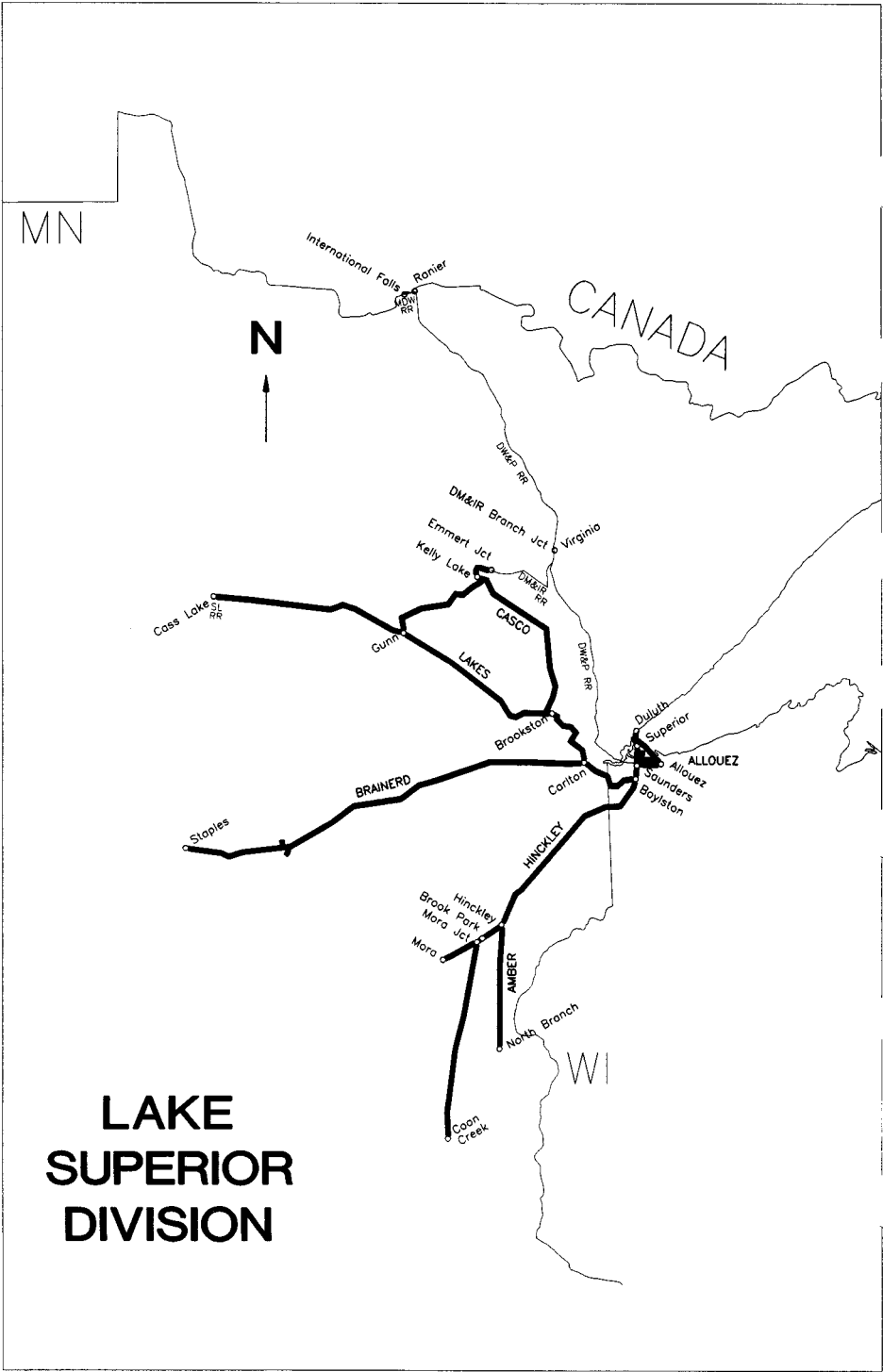
Timetable No.2

IN EFFECT AT 0001
Central Continental Time

Sunday October 30, 1994

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

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



WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Siding Switch Milepost Location	Mile Post Location	Lakes Subdiv MAIN LINE STATIONS		Distance from Superior	EAST WARD	
						Trk	Rule 4.3 Oper			
		05004	28		5.4		SUPERIOR BKT	0.0		
						7.6		54th St I	2.1	
		05008				8.8		CENTRAL AVE IJX	3.3	
								To Rices Point Yard on Coal Track 10.1		
						9.4		M&J JCT IJ	3.9	
		05010				10.3		SAUNDERS IJX(2)	5.3	
		05013				12.6		BOYLSTON JTX	7.7	CTC
						15.9	DT	MP 15.9	11.0	TWC
	9,700	05033				34.0		CHUB LAKE	26.8	ABS
						35.0		CARLTON JCT J	27.8	
		05039	30		41.1		CLOQUET	34.0		
	7,869					50.0		DRACO	42.9	CTC
	10,480	05055				57.7		BROOKSTON J	50.5	
	9,785	05073				75.6		FLOODWOOD	68.3	
	9,216	05079			82.2	82.2		ISLAND	74.9	
	9,893	05090			92.1	92.1		SWAN RIVER	84.8	
	9,917	05099			101.0	101.0		PHILBIN	93.8	
	7,036	05106			108.4	108.4		GLUNN JT	101.3	
		05109				112.1		GRAND RAPIDS BK	104.3	TWC ABS
	4,942	05115				116.5		COHASSET T	109.3	
	6,950	05124			125.7		DEER RIVER	118.1		
	3,705	05131			132.8		BALL CLUB	125.2	TWC	
	6,228	05151			152.9		SCHLEY	145.7		
		05163			164.9		CASS LAKE BTY	157.2		

AAR Channel 66—Superior to Boylston.

AAR Channel 85—CTC Boylston to Cass Lake.

AAR Channel 76 Superior Terminal.

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

DM&IR Dispatcher—Steelton—96

Train Dispatchers Telephone Numbers—8-782-3409

1. Maximum Speed Permitted

	Freight
54th St to Cass Lake	50 MPH.
54th St to MP 57.7	40 MPH.
MP 21.0 to MP 34.0	35 MPH.
MP 39.6 to MP 41.3	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 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~~
- 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

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

3. Type of Operation—

Manual Interlocking—54th St. to Saunders

CTC—

Saunders to Boylston

Chub Lake to Gunn

TWC—ABS—

Boylston to Chub Lake

Gunn to Grand Rapids

TWC—

Grand Rapids to Cass Lake

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 22.8	MP 31.2	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:

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–Head end restriction 20 MPH.

Between 28th Street MP 6.1 and Duluth connecting track switch MP 3.5

Head end restriction 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.

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

Automatic Switches are located at:

MP 15.9

Chub Lake Siding – east switch

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

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

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 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

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
505	Boston 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
527	Cass Lake Yard

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	Afford	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 Bail 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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Allouez Subdiv BRANCH LINE STATIONS		Distance from Allouez
				Trk	Rule 4.3 Oper	
	52004	29	6.0	ALLOUEZ	BTX	0.0
			7.9	KOPPERS SPUR		1.9
			8.8	CRAWFORD CREEK	I	2.9
	05010		10.3	SAUNDERS	IJX	CTC	4.2

AAR Channel 76 Saunders to Allouez.

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 approaching westward absolute signal Crawford Creek 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
- 3. Type of Operation—**
Crawford Creek to Saunders—Manual Interlocking
- 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—
 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 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 Nos.	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	28	23.4 24.7	24.5		12.7 FOXBORO			12.7	
	7,129	06100		35.9 37.3	36.6		12.0 NICKERSON			24.7	
	5,690	06088		48.4 49.5	48.9		12.2 BRUNO			36.9	
	6,957	06080		56.5 57.9	57.2		8.4 ASKOV			45.3	
	7,685	06074		62.5 63.9	63.1		5.9 SANDSTONE			51.2	
	7,417	06065		72.3 73.8	72.3		9.1 HINCKLEY	BJ	TWC	60.3	
	8,553	06057		78.7 80.5	80.1		7.9 BROOK PARK		ABS	68.2	
					80.5		0.4 MORA JCT			68.6	
	9,000	06046		90.0 91.7	91.3		11.1 GRASSTON			79.4	
	8,800	06029		108.0 109.9	107.4		16.1 CAMBRIDGE			95.5	
	4,958	06018		118.6 119.6	119.0		11.7 BETHEL			107.2	
	9,000	06006		129.7 131.5	131.0		11.9 ANDOVER			119.1	
		00448			136.9		5.9 COON CREEK	J	CTC	125.0	

AAR Channel 66—Boylston to Coon Creek

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**
 - 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.

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 (DED Only)

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 Tons 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

8. Other Line Segments–

Yard Line Segments–NONE

Other Road Line Segments–

Line Segment	Limits	Mileposts
219	Mora–Brook Park	46.9 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	Amber Subdiv BRANCH LINE		Distance from Hinckley	NORTHWARD ↑	
					Trk	Rule 4.3 Oper			
		06065	214	75.4	HINCKLEY	BJY	0.0		
		51063		62.6	13.1	PINE CITY		13.1	
		51053		52.7	9.8	RUSH CITY	Y	22.9	
		51041		40.7	12.0	NORTH BRANCH		34.9	

AAR Channel 66—Hinckley to North Branch
 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:
 Hinkley to North Branch 143 tons
- 3. Type of Operation—**
TWC—in effect on this Subdivision
Rule 6.13 Yard Limits—in effect:
 Rush City MP 52.0 to MP 53.9
 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.
- 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 MAIN LINE STATIONS		Distance from Carlton	EASTWARD ↑	
						Trk	Rule 4.3 Oper			
					28.4		CARLTON JCT	CTC		
	6,388	05033	27	28.2 29.5	28.5		0.1 CARLTON	TWC	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	
	8,946	52205		110.1 111.8	111.5		31.8 LOERCH		83.5	
	6,840	52212		118.5 117.7	117.0		7.2 BRAINERD XBT		90.7	
	6,310	52226		131.9 133.2	132.1		13.4 PILLAGER		104.1	
	6,404	52235			140.9	141.0	8.7 MOTLEY		112.8	
		00567			142.1	147.8	7.3 STAPLES BJKTXY		CTC	120.1

AAR Channel 70- In service on this Subdivision
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 Jct to Staples | 49 MPH. | Freight |
| Carlton Jct to Staples 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 118.1 to MP 119.4 Headend restriction | 25 MPH. | |
| Through turnout at Carlton Jct | 25 MPH. | |
| Through all sidings | 10 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
- 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:
 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.

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	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
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 MAIN LINE STATIONS			Distance from Brookston	EASTWARD
						Trk	Rule 4.3 Oper			
		05055	236		58.0	BROOKSTON	J		0.0	
	7,686	52311		68.3	69.2	11.4				
	7,664	52325		69.8		13.6	BADEN		11.4	
				81.9	82.7	14.9	FERMOY	CTC	25.0	
		52338		83.4		10.4	ONEGA		39.9	
					107.5					
		52401	237		0.0	KELLY LAKE				
	19,572	52354		0.0	3.8	6.7	BJKTY	TWC	50.3	
				4.8		9.6		ABS	54.3	
		52362			9.4	9.6	KEEWATIN			
						6.6	NASHWAUK		59.9	
		52373			16.0	5.4	CALUMET		66.5	
						4.6	BRAXTON JCT	TWC	71.9	
	5,402	52382	24.7	25.8	5.2	CANISTEO		76.5		
					31.3	GUNN	JT CTC	81.7		

AAR Channel 85 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
- 3. Type 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 0.0 to MP 54.9

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, KY leg of the Y

MP 107.0 to MP 0.2, KD leg of the Y

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 6.9.1.

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 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 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. Other Line Segments—

Yard Line Segments—NONE

Other Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
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

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		
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

Division Operating Officers

G.S.PLOEGER.	Terminal Superintendent ...	394-1226	Superior
F.J. BENNETT	Mgr. Operating Practices ..	394-1255	Superior
D.J. RICHTER	Trainmaster	394-1299	Superior
R.L. GRIFFIN	Trainmaster	394-1256	Superior
A.D. BENGSTON	Terminal Trainmaster	394-1257	Superior
D.A. BERCHILD	Terminal Trainmaster	394-1257	Superior
G.M. BOUTIN	Terminal Trainmaster	394-1257	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
TANSPORTATION 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