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# **Minnesota Division**

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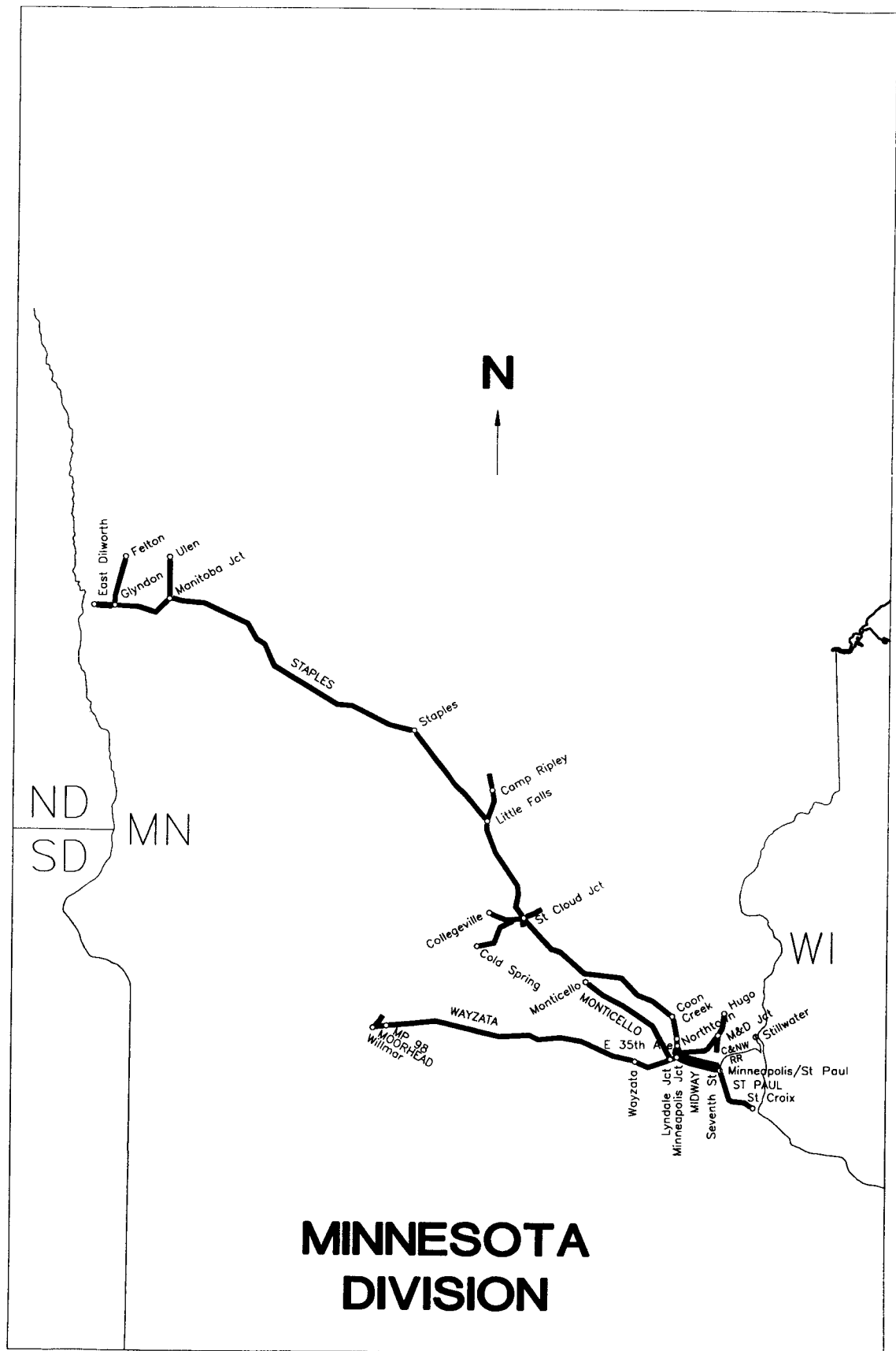
## **Timetable No. 3**

**IN EFFECT AT 0001  
Central Continental Time**

**Sunday April 2, 1995**

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

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



WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	St Paul Subdiv MAIN LINE STATIONS		Distance from St. Croix	EASTWARD
					Trk	Rule 4.3 Oper		
		00409	3	410.5		ST CROIX JX	0.0	
		00420		422.2		11.9 NEWPORT X(2)	11.9	
						2.9 DUNN Y	14.8	
		00424		426.7	2MT	1.6 OAKLAND JX(2)Y	16.4	
						0.8 ST PAUL YARD Y	17.2	
		00426		428.3		0.5 DAYTONS BLUFF Y	17.7	CTC
				429.1		0.9 HOFFMAN AVE JX(2)Y	18.6	
				429.7		0.6 DIVISION STREET JXY	19.2	
				430.0		0.6		
		00429		0.0		SEVENTH ST JXY	19.8	
		51202	25	1.3		1.5 MISSISSIPPI ST X(2)Y	21.3	
		51204		2.3		0.6 SOO LINE JCT JY	21.9	
		51209		6.7	DT	4.4 UNION JCT XY	26.3	ABS
		51210		7.9		1.2 PARK JCT AJXY	27.5	OCS
		51211		9.8		1.9 EAST MINNEAPOLIS JTY	29.4	
				11.7		2.1 UNIVERSITY JX(2)Y	31.5	
		00439		12.5	2MT	0.8 35th AVE XY	32.3	CTC
		00441		13.9		1.4 NORTHTOWN BKTY	33.7	

BN Radio Channel No. 2 (AAR 70) In Service.

BN Radio Channel AAR 76 Authority Channel.

Train Dispatcher Calls— St. Croix—49.

Train Dispatchers Telephone Numbers—8-782-3410

## 1. Maximum Speeds Permitted —

	Passenger	Freight
St Croix to Northtown .....	70 MPH. ....	60 MPH.
Loaded ore trains .....		35 MPH.
Loaded ore trains consisting entirely of coal car equipment ...		45 MPH.
St, Croix to Northtown trains exceeding 100 tons O/B .....		35 MPH.
MP 410.2—Through crossovers		
At East St Croix .....	12 MPH.	12 MPH.
MP 410.4		
Through crossover at West St Croix .....	35 MPH.	35 MPH.
Soo Line Main track connection switch from Main 2 to		
St Croix .....	35 MPH.	35 MPH.
MP 410.2 to MP 410.5 .....	35 MPH.	35 MPH.
MP 410.5 to MP 418.2 .....	45 MPH.	40 MPH.
MP 418.2 to MP 428.8 .....	70 MPH.	50 MPH.
MP 422.2—Newport		
Through east crossover .....	25 MPH.	25 MPH.
Through west crossover .....	35 MPH.	35 MPH.
MP 426.7 through crossover between two main tracks .....	25 MPH.	25 MPH.
MP 428.8—429.7 .....	30 MPH.	25 MPH.
Following speed restrictions are in effect on Soo/CP tracks,		
Main 1, St Croix to Newport and Main 2, Newport to Division		
Street .....	70 MPH.	50 MPH.
Loaded unit coal trains .....		40 MPH.

Following speed restrictions are in effect on Burlington Northern main tracks,

Main 1—Division Street to Newport

Main 2—Newport to St. Croix

Division Street – Hoffman .....	30 MPH.	25 MPH.
MP 429.7 to MP 4.6 .....		30 MPH.
MP 1.3—Mississippi St. through crossovers .....		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.
All Turnouts located between		
East and West University .....	12 MPH.	12 MPH.
except the 801,803,807 crossovers .....	25 MPH.	25 MPH.
All turnouts located between		
East and West 35th Ave .....	12 MPH.	12 MPH.
except the 705 turnout .....	30 MPH.	30 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:	<b>Up to 100 tons/OB</b>	<b>Over 100 tons/OB</b>
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. Type of Operation—

### TWC Instructions—

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

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

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

### Rule 6.13 Yard Limits— in effect:

CTC Mississippi St to CTC University. All train, engine and MW movements on main tracks will be authorized by Northtown 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 Hump Tower train dispatcher Northtown who will obtain authority from the Soo/CP.

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

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

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

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

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

**Prescott MP 404.40 to Mississippi St.—**

Movements authorized by East Hump Dispatcher Northtown.

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

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

MP 415.68—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 Excepted Track— NONE**

**7. Special Conditions—**

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

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

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

**Bi-directional car defect detector located as follows:**

Soo Line MP 394.4 Main 1 ..... Wayside.

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

### SPEED CONTROL SIGNS

#### 5.5.1-5.5.2. NAME-SPEED SIGN

FIGURE 1

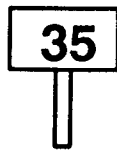


FIGURE 2



FIGURE 3



WHERE ONE SPEED IS SHOWN IT APPLIES TO ALL TRAINS.

FIGURE 4

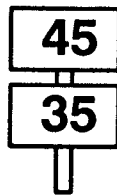


FIGURE 5

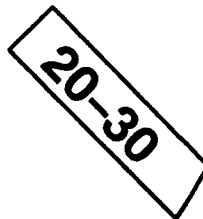
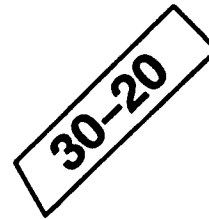


FIGURE 6



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

### SPEED CONTROL SIGN INDICATION

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

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

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

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

Figure 7



SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED.

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

### NAME-RESUME SPEED SIGN.

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

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

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

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

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

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

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

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

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

**Soo Line St. Paul Yard**—

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

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

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

**Power Operated Yard Switches – Northtown Yard**

Power operated yard switches in Northtown Yard numbered:

99 – east end diesel shop  
207 through 247 – near Interstate  
303 through 307 – near FMC  
401 through 453 – East End Receiving Yard  
501 through 510 – Hump Underpass Area  
601 through 681 – 34th and Bottleneck  
817 through 823 – University and East End Transfer Tracks

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

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

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

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

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

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

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

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

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

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

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

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

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

**Automatic Interlockings not Indicated at station—**(line segment 214).

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

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

#### 8. Other Line Segments—

##### Terminal Line Segments—Minneapolis

Line Segment		Limits
467	Northtown Yard	Mississippi St—University Ave
530	Grove Yard	Northtown Jct—27th Ave NE
531	Minneapolis Jct	University Ave—Main St NE—14 Ave NE
	<b>YARD</b>	
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
	<b>YARD</b>	
540	Midway Yard	Raymond Ave—Lexington Ave
542	Dale St. Shop	Lexington Ave—Como Ave
546	Daytons Bluff Yard	Oakland Tower—Mississippi St
547	Stillwater (MN) Yd	Stillwater

Yard Line Segments—NONE

##### Other Road Line Segments—

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

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

Name	Miles—Location	Capacity Cars	Switch Opens
<b>Main 2</b>			
Curry	5.0 west of St Croix	4	West
Red Rock	13.0 west of St Croix	10	East
<b>Main 1</b>			
Chemolite	6.3 East of Newport	23	Both
Name	Miles—Location	Capacity Cars	Switch Opens
51011 M & D Jct.	12.6 east of East Mpls	15	Both
51012 White Bear Lake	13.5 east of East Mpls	13	Both
51017 Hugo	18.8 east of East Mpls	12	East



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

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

#### 1. Maximum Speed Permitted —

	Passenger	Freight
Seventh St to East 35th Ave .....	30 MPH.	30 MPH.
Seventh St to MP 7.1 .....		30 MPH.
MP 7.1 to MP 9.5 .....		20 MPH.
Through turnout MP 7.1 .....		12 MPH.
MP 9.5 to MP 11.7 .....		25 MPH.
Between East University & Van Buren St. on Yard Track (referred to as old main2) .....		20 MPH.
All turnouts located between		
East and West University .....	12 MPH.	12 MPH.
except the 801, 803, 807 crossovers .....	25 MPH.	25 MPH.
All turnouts located between		
East and West 35th Avenue .....	12 MPH.	12 MPH.
except the 705 turnout .....	30 MPH.	30 MPH.
Park Jct. and St. Anthony on		
Minnesota Commercial connection over Kasota Ave. road crossing		11 MPH.
Through turnouts at following locations .....		30 MPH.
Seventh St—end of double track		
Seventh St dividing switch		
Seventh St turnouts main		
tracks of St Paul Subdivision		
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. Type of Operation—****Rule 6.13 Yard Limits—** in effect:

CTC Westminster St. to CTC University.

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

**Occupancy Control Systems —OCS—in effect:**

Between CTC Westminster St. and CTC University Ave.

See System Special Instructions, item 14.

**4. General Code of Operating Rules Items—****Rule 6.19—** When flagging is required, distance will be 1 mile.

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

**5. Trackside Failed Equipment Detectors (FED)—****A.** Protecting bridges, tunnels or other structures: NONE**B.** Other FED locations: NONE**6. FRA Excepted Track—** NONE**7. Special Conditions—****St. Paul Terminal Area—** Enginemen on trains, transfers and switch engines observe City Ordinance 2853 quoted below:

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

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

**Handling 80 Feet or Longer Cars—**

(See All Subdivisions, Item 3A.)

**Between Seventh 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.

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

<u>Line Segment</u>		<u>Limits</u>
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
	<b>YARD</b>	
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**

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

Yard Line Segments—NONE

Other Road Line Segments—

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

9. Locations not Shown as Stations— NONE

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Staples Subdiv MAIN LINE STATIONS				Distance from North- town	↑ EAST WARD ↑			
					Trk	Rule 4.3 Oper							
		00441	25	13.9		NORTHTOWN	YBKT		0.0				
		00442		15.5	2MT	1.8	INTERSTATE	X(2)Y	CTC	1.8			
		00448		21.1		5.7	COON CREEK	JX(2)		7.5			
		00453		26.8	DT	5.7	ANOKA	X	TWC ABS	13.2			
		00465		38.6		11.8	ELK RIVER	X		25.0			
		00475		47.0		8.4	BIG LAKE		CTC	33.4			
9,150		00482		57.5	2MT	10.5	BECKER			43.9			
		00490		62.7		5.2	CLEAR LAKE		49.1				
				66.0		3.3	MP 66	X(2)	52.4				
		00502		73.9		7.9	ST CLOUD	JTX(2)	60.4				
E7,207		00506		78.4	DT	4.4	SARTELL	X	TWC ABS	64.8			
		00516		88.7		9.9	RICE	X		74.7			
		00531		103.3		14.7	GREGORY		CTC	89.4			
10,725		00533		106.0	2MT	2.8	LITTLE FALLS	T		92.2			
11,618		00538		110.8		4.4	DARLING			96.6			
11,813		00544		116.6		5.8	RANDALL			102.4			
11,878		00555		127.8		11.0	LINCOLN			113.4			
		00561		134.0		6.2	PHILBROOK			119.6			
		00567		140.0		2MT	6.3	STAPLES		BJTX(2)Y	125.9		
		00578		148.0			11.0	VERNDALE			136.9		
		00585		165.6		DT	6.7	WADENA		X	TWC ABS	143.6	
		00598		178.5			12.9	NEW YORK MILLS		X		156.5	
		00608		189.3			10.8	PERHAM	X	167.3			
		00629		210.1	20.8		DETROIT LAKES	AX	188.1				
		00632		213.6	3.4		RICHARDS SPUR	X	191.5				
		00636		217.2	3.6		AUDUBON		195.1				
		00642		222.0	5.6		LAKE PARK	X	200.7				
		00650		230.6	7.8		MANITOBA JCT	JTX	208.5				
		00653		234.4	3.8		HAWLEY	IX(2)	212.3				
		00668		248.8	14.5		GLYNDON	JX	226.8				
		00670		250.3	1.4	EAST DILWORTH	IXY	ABS OCS	228.2				

BN Radio Channel No. 1 (AAR 66) 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.

Train Dispatcher Calls—Elk River—26, St Cloud—27, Staples—24, Perham—29, Hawley—30.

Train Dispatchers Telephone Numbers—  
 Staples West—Mon thru Fri 8-782-3465, 0800-1600  
 Staples East and all other times—8-782-3402

**1. Maximum Speed Permitted –**

	<b>Passenger</b>	<b>Freight</b>
<b>Northtown to East Dilworth</b> .....	<b>79 MPH.</b>	<b>60 MPH.</b>
Against the current of traffic on double track .....	59 MPH.	49 MPH.
MP 21.0–Coon Creek through both crossovers .....	35 MPH.	35 MPH.
MP 13.9 to MP 15.5 .....	60 MPH.	45 MPH.
 MP 15.5 thru turnout end of double track .....	35 MPH.	35 MPH.
MP 21.1 to MP 28.2 .....	75 MPH.	
MP 28.2 to MP 37.3 .....	79 MPH.	
MP 37.3 to MP 128.4 .....	75 MPH.	
MP 128.4 to MP 139.7 .....	79 MPH.	
MP 139.7 to MP 236.1 .....	75 MPH.	
MP 236.1 to MP 248.1 .....	79 MPH.	
MP 248.1 to MP 248.8 .....	75 MPH.	
MP 248.8 to MP 250.2 .....	75 MPH.	50 MPH.
MP 38.1 to MP 39.5 .....	75 MPH.	50 MPH.
MP 46.9 to MP 47.1 .....	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–Between main line switch and 1.6 miles beyond main line switch on NSP Spur on approach track to car dumper building		25 MPH.
From 1.6 miles beyond main line switch to leaving switch of loop track .....	12 MPH.	12 MPH.
Through No. 20 Turnouts at following locations .....	35 MPH.	35 MPH.
Becker–Main track switches to NSP Spur		
MP 66		
St. Cloud–Westpower Crossover MP 73.8 .....	35 MPH.	35 MPH.
Gregory–End of Double Track		
Philbrook–Two Main Track CTC		
No. 20 turnout at MP 250.2 .....	35 MPH.	35 MPH.
MP 105.3 to MP 106.3 .....	30 MPH.	30 MPH.
MP 106.3 to MP 107.0 .....	50 MPH.	50 MPH.
Little Falls siding–loaded Unit trains .....		10 MPH.
On controlled sidings and turnouts at Little Falls, Darling,		
Randall and Lincoln .....	25 MPH.	25 MPH.
MP 148.1 to MP 139.7 Eastbound .....	25 MPH.	25 MPH.
MP 139.7 to MP 148.1 Westbound .....	25 MPH.	25 MPH.
MP 187.4 to MP 187.2 Eastbound .....	55 MPH.	55 MPH.
MP 201.1 to MP 199.5 Eastbound .....	55 MPH.	55 MPH.
MP 208.4 to MP 208.0 Eastbound .....	55 MPH.	55 MPH.
MP 224.4 to MP 221.6 Eastbound .....	50 MPH.	50 MPH.
MP 229.7 to MP 228.1 Eastbound .....	60 MPH.	
MP 234.5 to MP 234.0 Eastbound .....	60 MPH.	
MP 187.2 to MP 187.4 Westbound .....	60 MPH.	
MP 199.5 to MP 201.1 Westbound .....	60 MPH.	
MP 208.0 to MP 208.4 Westbound .....	60 MPH.	
MP 221.6 to MP 224.4 Westbound .....	60 MPH.	
Detroit Lakes over Lake Street and Washington Avenue crossings .....	50 MPH.	50 MPH.
Detroit Lakes over Soo Line crossing at MP 210.9 .....	40 MPH.	40 MPH.
Detroit Lakes–trains over 100 ton/OB over Soo Line crossing at MP 210.9 .....	30 MPH.	30 MPH.
Detroit Lakes on Soo Line transfer .....	5 MPH.	5 MPH.
Richards Spur Industry Track MP 213.1 .....		5 MPH.
Hawley through EWD & WWD No.20 crossovers MP 233.8 ..	35 MPH.	35 MPH.
 <b>Head end speed restrictions for eastward freight trains:</b>	<b>Up to 100 tons/OB</b>	<b>Over 100 tons/OB</b>
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.	
Signal 248.9 to 250.2 between Glyndon and East Dilworth ...	50 MPH.	40 MPH.

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

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

**2. Bridge and Equipment Weight Restrictions—**

**Maximum Gross Weight of Car:**

Northtown to East Dilworth .....	143 tons
St Cloud to Collegeville .....	134 tons
St Cloud to Cold Springs .....	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

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

North and South service tracks.

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. Type of Operation—**

**CTC**—in effect: MP 13.9 to MP 21.1, MP 47.0 to MP 73.9 and MP 103.3 to MP 140.2

**OCS—Occupancy Control System**—in effect between:

East Dilworth MP 250.0 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 140.2 to MP 250.2

**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.

#### **Rule 6.13 Yard Limits**— in effect:

Staples end CTC to MP 151

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

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

**A.** Protecting bridges, tunnels or other structures: NONE

**B.** Other FED locations:

Anoka .....	MP 34.7 Both Tracks
Clear Lake .....	MP 60.4 Both Tracks
Rice .....	MP 90.7 Both Tracks
Little Falls .....	MP 108.5
Randall .....	MP 122.8
Staples .....	MP 151.6 Both Tracks
Bluffton .....	MP 174.1 Both Tracks
Frazee .....	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. operator of such cars and their placement in train. Operator 43rd Ave. will in turn notify train dispatcher. Notification of 43rd Ave. operator by conductor will serve to fulfill requirements of Rule 6.27 that refers to notification of train dispatcher.

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

Westward trains between MP 28.0 to MP 29.0

Eastward trains between MP 122.0 to MP 121.0

Eastward trains between MP 219.0 to MP 218.0

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

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

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

Trains being met or passed at Little Falls will stay clear of Broadway crossing, stopping if necessary until all vehicular traffic held by 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.

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

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

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

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

**Hawley** – Remote controlled crossovers with dual control switches and controlled signals MP 233.8

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

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

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

2nd – Line the east switch of crossover.

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

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

**Between Glyndon and East Dilworth** – Prior to arrival at MP 250.3 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 Kragens.



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 one 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 OSC reported clear.

**(C) Radio—**

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

Yard Channel— 20

Road Channel #1—66

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.

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

**At Sartell**—Eastward trains approaching MP 81.0 will notify train 31807 their impending arrival at Sartell between 900 and 1300 daily.

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

**8. Other Line Segments—**

**Yard Line Segments—**

<u>Line Segment</u>	<u>Limits</u>
550	Waite Industrial Park
551	St Cloud Yards
553	Staples

**Other Road Line Segments—**

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
203	St Cloud —Cold Springs	0.0 to 17.0
204	St Cloud to Collegeville	75.3 to 85.0
207	Little Falls—Camp Ripley Jct	105.5 to 113.4

**Ballast Pits—**

<u>Line Segment</u>	<u>Limits</u>
581	St Cloud

## 9. Locations not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
<b>On Westward Track</b>			
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 Royalton	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
Offutt & Son Potato Spur	0.4 west of Glyndon	19	West
<b>On Eastward Track</b>			
00632 Richards Spur	3.5 west of Detroit Lakes	100	West
NSP Spur	5.5 east of Clear Lake	Yard	East
00485 Edling Spur	4.3 east of Clear Lake		
00464 REA Spur	0.8 east of Elk River	30	East
00459 Pyrofax Gas Corp Spur	5.8 east of Elk River	3	East
00456 L H Bolduc Co Inc	8.8 east of Elk River	15	East
00502 St Cloud	1.4 west of St Cloud	Yard	Both
00641 LaBelle	1.2 east of Lake Park	5	East
09070 St Joseph	8.3 west of St Cloud	50	Both
09072 Coliegeville	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.	Line Segment	Mile Post Location	Wayzata Subdiv MAIN LINE STATIONS		Distance from Mpls. Jct.	EAST WARD ↑
					Trk	Rule 4.3 Oper		
		00437	217	9.5	MPLS JCT	IJTY	0.0	
				9.7	HARRISON ST	JTY	0.5	
				10.8	To Van Buren St			
		03002	22	10.8	1ST ST NORTH	Y	2.1	
				11.7	HOLDEN ST	Y	3.0	
		03004		12.4	LYNDALE JCT	JY	3.1	
				13.0	CEDAR LAKE JCT	JY	3.7	
10,722		03014		24.3	WAYZATA	JY	14.8	
		03022		31.6	MAPLE PLAIN		22.3	
10,291		03029		38.6	DELANO		29.3	
15,614		03043		53.0	HOWARD LAKE		43.7	
		03050		59.4	COKATO		50.0	
8,547		03056		65.2	DASSEL		55.8	
		03061		70.3	DARWIN		60.9	
8,713		03067		76.4	LITCHFIELD		67.1	
		03074		84.1	GROVE CITY		74.8	
10,452		03080		89.2	ATWATER		79.9	
		03087		96.6	KANDIYOHI		87.3	
				98.0	GOLDENROD		88.8	

BN Radio Channel No. 2 (AAR 70) in service for road crews between  
Mpls. Jct. and Wayzata.

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

BN Radio Channel No. 2 (AAR 54) in service on this subdivision between  
Wayzata and Willmar.

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

Train Dispatchers Telephone Numbers—8-782-3403

#### 1. Maximum Speed Permitted—

	Freight
Wayzata and MP 98 .....	40 MPH.
Mpls Jct to Wayzata .....	40 MPH.
MP 9.7 to MP 13.4 .....	25 MPH.
MP 23.6 to MP 24.9 .....	30 MPH.
1st St North and Mpls Jct handling cars 134 tons or heavier .....	10 MPH.
Bridge A1.3 Minneapolis, cars over 134 tons .....	10 MPH.

#### Maximum Speed Permitted—

	Up to 100 tons/OB	Over 100 tons/OB
Item 1A, All Subdivisions, applies between Delano and MP 98		
Through No. 20 turnouts at following locations: .....	35 MPH.	35 MPH.
End of two main tracks at MP 98.0 .....	35 MPH.	35 MPH.
Sidings and turnouts at:		
Wayzata .....	25 MPH.	25 MPH.
Delano .....	25 MPH.	25 MPH.
Howard Lake .....	25 MPH.	10 MPH.

Dassel .....	10 MPH.	not permitted
Litchfield .....	25 MPH.	10 MPH.
West turnout MP 76.1 .....	12 MPH.	10 MPH.
Atwater .....	25 MPH.	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:

Mpls Jct to MP 98 ..... 143 tons

1st St North to Northtown ..... 143 tons

24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) may operate only between Mpls Jct and MP 98

Six axle locomotives and six axle derricks not permitted on following tracks:

Howard Lake—Littfin Lumber Spur

Cokato—Switching on Green Giant spur restricted to one unit.

## 3. Type of Operation—

### Rule 6.13 Yard limits—in effect:

Mpls. Jct MP 9.5 to MP 24.3

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

### Dakota Rail Wayzata to Hutchinson—

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

### Occupancy Control Systems—OCS—in effect:

Between CTC Wayzata and Mpls Jct including Harrison St. to Van Buren St.

See System Special Instructions, item 14.

## 4. General Code of Operating Rules Items—

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

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

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

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

MP 27.4      MP 31.4

MP 45.4      MP 59.1

MP 59.4      MP 64.6

MP 70.2      MP 88.5

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

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

Howard Lake ..... MP 51.2

Grove City ..... MP 82.3

## 6. FRA Excepted Track— NONE

## 7. Special Conditions—

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

Westward trains between MP 18.7 to MP 19.7 five miles east of Wayzata.

Eastward trains between MP 89.0 to MP 88.0 at Atwater.

**CTC—**

MP 76.1—West leave siding switch is a left hand signal.

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

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

**The following crossings must be protected by flagman—**

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

**Cokato**—Green Giant Spur.

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

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

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

**Double Stack and Multi-Level Equipment**—exceeding 19 feet 0 inches ATR cannot be handled between Lyndale Jct. and Harrison Street.

**Rollby Inspection**—Are required by train crews at initial terminals.

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

**8. Other Line Segments—**

Yard Line Segments—NONE

Other Road Line Segments—NONE

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

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

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Monticello Subdiv BRANCH LINE STATIONS				Distance from Lyndale Jct	
					Trk	Rule 4.3 Oper				
		03004	202	0.0		LYNDALE JCT	JY	OCS	0.0	
		09001		1.7		1.6	M W JCT	JY		1.6
		09005		5.1		3.4	ROBBINSDALE		TWC	5.0
4,730	09011	11.6			6.5	OSSEO		11.5		
	09020	20.6			9.0	ROGERS		20.5		
	09027	26.9			6.2	ALBERTVILLE		26.7		
	09035	35.5			8.5	MONTICELLO		35.2		

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

**AAR Channel 15 Authority channel West Hump**

**Train Dispatchers Telephone Numbers—8-782-3401**

**1. Maximum Speed Permitted**

**Freight**

Lyndale Jct to Albertville ..... **25 MPH.**

Albertville to Monticello ..... **10 MPH.**

Between absolute signals of interlocking located 0.9 miles west of Lyndale Jct . **12 MPH.**

Between absolute signals of interlocking located 1.3 miles west of Robbinsdale **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—All subdivisions applies.

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

**2. Bridge and Equipment Weight Restrictions—**

**Maximum Gross Weight of Car:**

Lyndale Jct to Monticello ..... **143 tons**

24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) not permitted.

Six axle locomotives not permitted.

**3. Type of Operation—**

**TWC Instructions—**

Maintenance of Way— Track Warrant authority will be issued to permit occupancy of main track when train location line—up is not in effect or will not permit movement.

**Rule 6.13—** Yard limits in effect between Lyndale Jct and M W Jct.

**Occupancy Control Systems —OCS—in effect:**

Between Lyndale Jct and M W Jct

See System Special Instructions, item 14.

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

**Rule 6.19—** When required to flag, distance will be 1 mile.

**5. Trackside Failed Equipment Detectors (FED)–****A. Protecting bridges, tunnels or other structures: NONE****B. Other FED locations: NONE****6. FRA Excepted Track– NONE****7. Special Conditions–****Automatic Interlockings not Indicated at Station–**

Soo/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. Other Line Segments–NONE****9. Locations not Shown as Stations–**

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



## Division Operating Officers

T.J. GODSIL .....	Terminal Supt. ....	Northtown .....	782-3422
J.T. PERDEW .....	Terminal Manager .....	Northtown .....	782-3423
J.L. HAUBRICK .....	Trainmaster .....	Northtown GOB .....	782-3325
M.L. COLEMAN .....	Mgr. Oper. Practices ...	Northtown GOB .....	782-3239
W.J. THOMPSON .....	Trainmaster .....	Staples .....	894-5255
D.L. KAYSER .....	Terminal Trainmaster ...	Northtown .....	782-3307
T.J. WAGNER .....	Terminal Trainmaster ...	Northtown .....	782-3307
J.D. CROWLEY .....	Terminal Trainmaster ...	Northtown .....	782-3307
G.P. JAEB .....	Terminal Trainmaster ...	Northtown .....	782-3307
R.R. ROBY .....	Terminal Trainmaster ...	Northtown .....	782-3307
M.S. WACKER .....	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 .....	Asst. Trainmaster .....	Northtown .....	782-3307
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
G.J. WILSON .....	Safety Manager .....	Northtown GOB .....	782-3324
D.C. GOODMUNDSON	Mgr. Oper. Rules .....	Northtown GOB .....	782-3294