

Canadian Pacific US WEST REGION Timetable NO 101  
MN&S Spur Module 10

MN&S SPUR

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**MN&S SPUR**

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**Block System/Authority/Track Designation - continued**

**4.5 Interlockings**

**Western Ave MP 12.1** – UP crossing Protected by Stop signs.

**Terminal Trackage – Penn Ave MP 3.25** – BNSF crossing Protected by Stop signs.

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**5.0 Equipment Restrictions and Securement Exceptions**

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**Equipment Restrictions**

**5.1 MN&S Spur**

Six axle locomotives are prohibited on this spur trackage.

**5.2 Bridge 1.82, Wirth Parkway overhead**

located at east end of Glenwood Jct., has a vertical clearance of 19 feet 1 inch.

**NOTE:** Employees responsible for handling of dimensional shipments at this location will restrict movement as required to assure clearance.

**5.3 MN&S Spur between MP 14.0 and MP 25.7**

Trains handling cars weighing over 268,000 are prohibited on MN&S Spur between MP 14.0 and MP 25.7

**Securement Exceptions**

No exceptions

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**MN&S SPUR**

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**6.0 Movement Over Public Crossings**

Not Applicable

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**7.0 Quiet Zones**

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**Continuous Quiet Zone**

**7.1 Minneapolis** – MN&S Spur trackage on Terminal Line between MP 2.4 and end of track.

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**8.0 Switch and Derail Information**

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Not Applicable

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**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

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Not Applicable

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**10.0 Other Tracks**

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**10.1 FRA Excepted Track – Rule 6.12**

MN&S Spur - Western Ave. yard tracks, Soonor (swamp track) and from Terminal Line Jct switch to end of track on Terminal Line.

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**11.0 General Information**

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Not Applicable

**Canadian Pacific US WEST REGION Timetable NO 101**  
**Bass Lake Spur Module 11**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Cedar Lake Jct	<b>BASS LAKE SPUR STATION PAGE TRAM AREA 1</b>	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
3.38		J	<b>B R T</b>	0.0	CEDAR LAKE JCT	428.3					5.46
	0633			1.4	ST LOUIS PARK (Jct MN&S Spur)	429.4					
	0711			3.8	HOPKINS	431.8					
	0717	J		7.0	TOWER E 14 (Jct TCW Railroad)	435.1			CQ MP 433.5 to MP 434.0		

Bass Lake Spur Trackage is considered part of the Merriam Park Sub.

## BASS LAKE SPUR

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	044-044	5	*51#	911
TCW	090-090			

#### 1.2 Telephone

River Dispatcher ..... 612-904-5828  
COTD..... 612-851-5722

### 2.0 Speed

#### 2.1 MAXIMUM SPEED MPH

Bass Lake Spur – Rule 6.28 applies  
MP 428.3 – MP 435.1 Tower E14 .....25  
Loaded Coal trains ..... 10  
Through turnout of all switches and tracks  
other than main track, not otherwise specified ..... 10

#### 2.2 Cold Weather Speed Restrictions

Not Applicable

#### 2.3 Hot Weather Restrictions

Not Applicable

#### 2.4 Speed Test Sections

Not Applicable

## BASS LAKE SPUR

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Bass Lake Spur

Provisions of Rule 6.2 apply.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Not Applicable

#### 4.2 Authority

Block Register Territory is in use between Cedar Lake Jct. (End of Track) and Tower E14, All train and MW movements must register in and out of this territory with the River train dispatcher.

#### 4.3 Main Track Designation

Not Applicable

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

Not Applicable

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

#### 6.1 Bass Lake Spur

Six axle locomotives must not be operated through turnouts except for turnout at MP 430.45 and at MP 430.46 yard lead turnout.

#### Securement Exceptions

No exceptions

**BASS LAKE**

**BASS LAKE SPUR****6.0 Movement Over Public Crossings**

**6.1** Trains must stop before occupying road crossings and have a crew member on ground at crossing to warn traffic until occupied.

- **Beltline Blvd.**  
Side tracks only                      MP 428.50
- **Wooddale Ave.**  
Side track only                        MP 429.32
- **Blake Rd.**  
Side track only                        MP 430.88

**6.2 St Louis Park**

Louisiana Ave at MP 429.41 equipped with semiautomatic crossing operation. Starting buttons are located adjacent to and on both sides of crossing. Crossing signals will operate for thirty seconds when button is activated. The signals will continue to operate when crossing is occupied. All train and engine movements must stop short of the crossing and member of crew must ascertain that the crossing is clear, activate starting button and note that signals are in stop position before giving signal to proceed over crossing.

**BASS LAKE SPUR****7.0 Quiet Zones****7.1 Engine Bell and Whistle Instructions**

Engine whistle must not be sounded, except in case of an emergency as a warning of imminent and immediate danger to life or property or where required to be sounded regardless of any whistle prohibitions at:

**7.2 Hopkins** – Between MP 433.5 and MP 434.0 Continuous Quiet Zone covering the following road crossing:

Dominick Drive                      MP 433.74

**8.0 Switch and Derail Information****8.1 St. Louis Park**

MNS connection switch at MP 429.4 may be left lined and locked in last position used.

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

Not Applicable

**10.0 Other Tracks**

Not Applicable

**11.0 General Information**

Not Applicable

BASS LAKE

**Canadian Pacific US WEST REGION Timetable NO 101**  
**Withrow Sub Module 12**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	WITHROW SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Withrow		Mile Post Location					
2.93	0684	J	C	0.0	# (Jct CN) WITHROW	20.7		3546	PQ MP 17.7 to MP 16.3		1.66
					5.6						
	0686	AM		5.6	BALD EAGLE (MNNR Crossing)	15.1					
			T		6.7				PQ MP 11.5 to MP 9.5		
	4862	T		12.3	# Cardigan Jct East CARDIGAN JCT (Jct St Paul Sub) # Cardigan Jct West	8.8 8.4 7.5		7500			
					3.9						
	4863	T AM	C	16.2	# NEW BRIGHTON (MNNR Crossing)	4.5					
					3.5						
	4886	T		19.7	# CENTRAL AVE SHOREHAM	1.0		YARD	CQ MP 2.7 to MP 0.0		
			6.28		1.0						
				20.7	# CP UNIVERSITY (Jct Paynesville Sub)	0.0					
					1.2						
	4886	T			SHOREHAM			YARD			

## WITHROW SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Minnesota Dispr	084-084	7	*71#	911
Engineering Shoreham	065-065			
BNSF West Hump Dispr	070-070		01	

#### 1.2 Telephone

Minnesota Dispatcher ..... 612-904-5820  
COTD ..... 612-904-5836

### 2.0 Speed

2.1 Maximum Speed	MPH
Withrow - MP 15.1	40
MP 15.1 Bald Eagle - Over MNNR crossing	20
MP 15.1 - 7.6	40
MP 7.6 - Central Ave (MP 1.0)	30
Central Ave. (MP 1.0) - CP University (MP 0.0)	20
Through turnout of all switches and tracks other than main track, not otherwise specified	10
Trains handling 286,000 capacity cars weighing 268,000 or more over Bridge MP 0.49	10
Restriction applies only for loaded car(s) not entire consist, unless otherwise stated.	

## WITHROW SUBDIVISION

### 2.2 Cold Weather Restrictions

Temperature minus -15 degrees F or colder  
Entire Sub 35 MPH  
Unless more restrictive speed is in effect.

### 2.3 Hot Weather Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

### 2.4 Speed Test Sections

Not Applicable

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Withrow Subdivision

Provisions of Rule 6.2 apply.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Centralized Traffic Control is in use between Withrow and CP University.

**WITHROW**

## **WITHROW SUBDIVISION**

### **Block System/Authority/Track Designation - continued**

#### **4.2 Authority**

Between Withrow and CP University – CTC Rules are in effect.

**Shoreham** – Train movements off the BNSF at BN University must contact the Minnesota train dispatcher before entering the trackage between BN University and CP University. Other movements coming out of Shoreham at the north or south lead must also contact Minnesota train dispatcher. Movements from CP University will be governed by signal indication and will move per Rule 6.28 within this territory.

Any trains entering Shoreham Yard, with the exception of the West Runner or Loop track, are required to contact the Humboldt Yardmaster. If there is no Yardmaster on duty, contact the Minnesota Dispatcher.

#### **4.3 Main Track Designation**

Single Main Track between Withrow and CP University.

#### **4.4 Yard Limits**

Not Applicable

#### **4.5 Interlockings**

##### **Bald Eagle - Automatic Interlocking**

When the automatic interlocking absolute signal displays STOP at MP 15.1 – MNNR crossing, Bald Eagle, comply with Rule 9.12.3, and if a more favorable signal indication is not received, proceed at restricted speed. Rule 9.12.1 does not apply at this interlocking. Report of delay must be made to Minnesota train dispatcher.

**New Brighton** – Automatic interlocking with the MNNR.

### **5.0 Equipment Restrictions and Securement Exceptions**

#### **Equipment Restrictions**

##### **5.1 Lexington Ind. Park**

Six axle locomotives are not permitted on this trackage.

##### **5.2 White Bear Lake Spur 17**

Six axle locomotives are not permitted on this trackage.

#### **Securement Exceptions**

##### **5.3 Shoreham Yard**

All tracks will be secured with a minimum of 1 hand brake per track.

## **WITHROW SUBDIVISION**

### **6.0 Movement Over Public Crossings**

#### **6.1 Shoreham Loop Track**

Westward movements should as much as practicable use the west runner. Eastward movements may use the Loop track making certain that they do not block the Intermodal crossing until certain they will be able to move to the BNSF. This may be ascertained through BNSF West Hump dispatcher or the CP Minnesota train dispatcher.

### **7.0 Quiet Zones**

#### **Continuous Quiet Zones**

##### **7.1 Minneapolis**

Between MP 0.0 and MP 2.7 Continuous Quiet Zone covering the following road crossings.

Central Ave NE	MP 1.12
Polk Street NE	MP 1.35
Fillmore Street NE	MP 1.55
Johnson Street NE	MP 1.98
37th Street	MP 2.44
Stinson Blvd	MP 2.5

including all crossings in and around Shoreham.

#### **Partial Quiet Zones**

##### **7.2 Vadnais Heights**

Between MP 9.5 and MP 11.5 Partial Quiet Zone 2200 until 0700 covering the following road crossings:

County Road F (CSAH 12)	MP 9.76
McMenemy Street (CSAH 57)	MP 10.51
Highway 96 (CSAH 96)	MP 11.28

##### **7.3 Dellwood**

Between MP 16.3 and MP 17.7 Partial Quiet Zone 2200 until 0700 covering the following road crossings:

Pedestrian Crossing Golf Course	MP 16.52
Pedestrian Crossing Golf Course	MP 16.53
La Costa Drive	MP 16.66
Apple Orchard Road	MP 17.06
Private Crossing	MP 17.43

### **8.0 Switch and Derail Information**

#### **8.1 Cardigan Jct.**

South wye switch to the St. Paul Sub may be left lined and locked in either the normal or reverse position.

#### **8.2 Electric Locks**

<b>Station</b>	<b>MP</b>	<b>Location of switch</b>
Withrow .....	20.6 .....	East end siding
Withrow .....	19.9 .....	West end siding
Cardigan Jct .....	6.8 .....	Industrial Park
New Brighton .....	4.7 .....	East wye
New Brighton .....	4.3 .....	West wye

Canadian Pacific US WEST REGION Timetable NO 101  
Withrow Sub Module 12

**WITHROW SUBDIVISION**

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

Not Applicable

**10.0 Other Tracks**

**10.1 Other Tracks Not Shown as Stations**

Station Number	Location	Mile Post	Switch at
0687	White Bear Lake Spur 17	13.7	East end
0689	Lexington Industrial Park	6.8	East end

**11.0 General Information**

**11.1 Short Mile Locations**

MP 0.0 – MP 1.0 4425 feet  
MP 1.0 – MP 2.0 3432 feet

**WITHROW SUBDIVISION**

**11.2 Shoreham Curve Protection Signals –**

Curve protection signals are in use between CP University and freight house crossing at the west end of Shoreham yard for the West Runner (former eastbound main) and the Loop Track.

Westward curve signals are located 635 feet east of St. Anthony Blvd. Eastward curve signal is located at CP University (approximately in line with eastward Absolute signal) on south side of the west runner. These curve signals are only track occupancy indicators for train movements and will display the following aspects and indications:

RED ..... RESTRICTING....track occupied  
LUNAR ..... PROCEED .....track not occupied

This does not relieve the requirements of proceeding on those tracks in accordance with Rule 6.28.

**WITHROW**

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**WITHROW**



**Canadian Pacific US WEST REGION Timetable NO 101  
St Paul Sub Module 13**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Cardigan Jct	ST PAUL SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
1.92	4860	J	T W C	5.3	(Jct BNSF ) # SOO JCT	17.1			CQ MP 17.1 to MP 16.9	N/A	
					0.5						
	4861			4.8	PARKWAY	16.6					
					0.4						
				4.4	WATERWORKS	16.2					
					4.2						
		T		0.2	SOUTH WYE	12.0					
					0.2						
4862	T		CTC	0.0	CARDIGAN JCT (Jct Paynesville Sub)	11.8		YARD			

## ST PAUL SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	084-084	7	*71#	911
BNSF East Hump	076-076			
BNSF West Hump	015-015		010	

#### 1.2 Telephone

Minnesota Dispatcher ..... 612-904-5820  
COTD..... 612-904-5836

### 2.0 Speed

#### 2.1 Maximum Speed

	MPH
MP 11.8 - MP 12.0	10
MP 12.0 – MP 17.1	25
Through turnout of all switches and tracks other than main track, not otherwise specified	10

#### 2.2 Cold Weather Speed Restrictions

Not Applicable

#### 2.3 Hot Weather Speed Restrictions

Not Applicable

#### 2.4 Speed Test Sections

Not Applicable

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 St Paul Subdivision

Provisions of Rule 6.2 apply.

## ST PAUL SUBDIVISION

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Not Applicable

#### 4.2 Authority

Track Warrant Control is in use between SOO Jct. and Cardigan Jct.

#### 4.3 Main Track Designation

Single Main Track between SOO Jct. and Cardigan Jct.

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

Not Applicable

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Water Works

Trains using track at Water Works must use only four axle locomotives and only cars to be spotted should enter track.

##### 5.2 Parkway

Six axle locomotives are not permitted on Fox Chemical track.

#### Securement Exceptions

No exceptions

**ST. PAUL**



**ST PAUL SUBDIVISION****6.0 Movement Over Public Crossings****6.1 St Paul**

City ordinance prohibits blocking of any street or alley for a period of more than 10 minutes.

**7.0 Quiet Zones****Continuous Quiet Zone**

**7.1 St Paul** – Between MP 16.0 and MP 17.1  
Continuous Quiet Zone covering the following road crossings:

Larpenteur Avenue	MP 16.29
Arlington Avenue	MP 16.9

**ST PAUL SUBDIVISION****8.0 Switch and Derail Information**

Not Applicable

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

Not Applicable

**10.0 Other Tracks**

Not Applicable

**11.0 General Information**

Not Applicable

**ST. PAUL**

Duluth/Superior Terminal is considered part of the Merriam Park Sub.

**DULUTH/SUPERIOR TERMINAL****1.0 Radio and Telephone Information****1.1 Radio Channels**

	AAR	Zone	Dispr Call In	Emer- gency
CP River Dispr	044-044	2	*21#	911
Superior Term	094-094			
BNSF Superior	076-076			
BNSF Duluth	033-033			
BNSF Superior Dispatcher	085-085			

**1.2 Telephone**

River Dispatcher ..... 612-904-5828  
COTD ..... 612-851-5722

**2.0 Speed****2.1 Maximum Speed**

MPH

Duluth - Superior Terminals –  
Rule 6.28 applies ..... 10

**2.2 Cold Weather Restrictions**

Not Applicable

**2.3 Hot Weather Restriction**

Not Applicable

**2.4 Speed Test Sections**

Not Applicable

**3.0 Tabular General Bulletin Order/Track Bulletins****3.1 Duluth/Superior Terminal**

TGBO required in accordance with Rule 15.1

**4.0 Block System/Authority/Track Designation****4.1 Block System**

Automatic Block System is in use between "MJ" Jct. and "VN" Crossing.

**4.2 Authority**

Rule 6.28 applies.

Trains operating between Stinson Yard and Saunders will operate from MJ Jct. via the BNSF with permission from the BNSF Hinckley Sub train dispatcher to move between MJ Jct. and Saunders. If trains are to be held at MJ Jct., stop must be made so as not to block road crossings.

**DULUTH/SUPERIOR TERMINAL**

**Saunders/CP Siding** – CP crews using Saunders siding must ascertain from CN Dispatcher, whether or not there are any conflicting movements and how long CP crews may use siding.

**4.3 Main Track Designation**

Track Other Than Main Track – Rule 6.28.

**4.4 Yard Limits**

Not Applicable

**4.5 Interlockings**

**VN Crossing** – manual interlocking with the BNSF, at MP 281.15 is controlled by CP River train dispatcher. Train movements out of Stinson Yard that uses the VN interlocking signal for head room must continue at least one car length through the interlocking limits before making a reverse move account of interlocking trap circuits which may not release the interlocking.

**5.0 Equipment Restrictions and Securement Exceptions****Equipment Restrictions****5.1 Cargill Port Terminal**

Movements should not be made from the "Load" side of the Loop track to the "Empty" side of the Loop track, or vice versa. All moves out of the "Load" or "Empty" portions of the Loop track must be made onto the yard track.

When handling loads for Cargill "Load" side 78 may be handled at one time. All movements while spotting this industry must not exceed 5 MPH.

Cars are not to be shoved up to the shed for unloading. Once the cars are over the switch and in the clear of the track, cut the engine off and apply hand brakes.

**Exception:** If the first spot does not fill the track and it is known that movement will be back to fill it, shoving for head room is permissible and if any head room is needed for pulling Number 7 "Empty" side is also permissible. When pulling empties off the "Empty" side, do not go past blacktop crossing by any more than an engine length. It will be necessary to double empty cars to tracks that are not shoved down to the crossing.

**DULUTH - SUPERIOR**

## DULUTH/SUPERIOR TERMINAL

### Equipment Restrictions - continued

#### **5.2 Duluth**

When spotting and pulling industries within the Seaway Port Authority complex maximum speed must not exceed 5 MPH. Industries located within this complex are: Port 5, Port annex, East warehouse, Lake States Lumber, Como, Mid Cont. and Dundee Cement.

Six axle locomotives are not permitted in any industry tracks in Duluth and tracks 15 and 16 in Rices Point Yard.

#### **5.3 Superior – Stinson yard**

Extreme care must be used when riding cars or working about cars between tracks 2 through 9 account close clearance

### Securement Exceptions

#### **5.4 Stinson Yard and Rices Point Yard**

A minimum of 2 handbrakes required.

## **6.0 Movement Over Public Crossings**

#### **6.1 Superior**

City Ordinance prohibits blocking of any street or alley for a period of more than 10 minutes. City Ordinance also prohibits any interference with normal flow of highway traffic on any state or federal highway crossing within the city while engaged in switching operations.

#### **6.2 Superior**

Hill Ave on former DSS&A line MP 408.39 is exempt for vehicle traffic. All movements over this crossing must stop before occupying and have a crew member on ground at crossing to warn traffic before proceeding over crossing.

## **7.0 Quiet Zones**

### **ENGINE WHISTLE SIGNALS**

#### **Continuous Quiet Zones**

**7.1 Superior** - Over all crossings equipped with automatic crossing warning devices. Those public crossings not equipped with automatic crossing warning devices must have whistle signal 5.8.2 (7) sounded.

#### **Partial Quiet Zones**

**7.2 Duluth** - Partial Quiet Zone 2200 to 0700 - All road crossings Rices Point Yard

### **8.0 Switch and Derail Information**

Not Applicable

### **9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

Not Applicable

## DULUTH/SUPERIOR TERMINAL

### **10.0 Other Tracks**

Not Applicable

## **11.0 General Information**

#### **11.1 Superior**

Inbound Skally crew will wye their engines after arrival at Superior Yard and remove EOT device from train and store it in the EOT room. Engines are to be tied up on the Cab track unless otherwise instructed by Yardmaster.

#### **11.2 Superior - Yarding Procedures for Superior**

Road trains will contact the Yardmaster before entering yard to receive yarding instructions. The Yardmaster will inform arriving train of any crew's working on the same or adjacent track. The arriving crew will contact the crew(s) performing work and conduct a job briefing on moves to be made and tracks to be entered. If no Yardmaster is on duty, road crews will contact crew(s) working in yard, on the same or adjacent tracks and conduct job briefing before entering yard.

Yard crews and outbound trains must contact Yardmaster for initial job briefing before performing any duties within the yard. The Yardmaster will inform crew(s) of any other crew(s) working on the same or adjacent tracks. Once notified, the crew beginning work will contact the crew performing work, on the same or adjacent tracks and conduct job briefing on moves to be made and tracks to be entered or departed from.

When a crew completes their work and are clear of track(s) they were working on, the Yardmaster must be notified along with the crew they had a job briefing with. Track status must be relayed which will include, whether track is clear and if cars are left on a track along with the number of handbrakes applied to any remaining cars.

When the outbound crew has completed their air test, obtained required paperwork and is ready to depart, they will inform the Yardmaster and any other crews performing work in the yard and perform a job briefing for moves to be made prior to departing the yard.

**Canadian Pacific US WEST REGION Timetable NO 101  
Merriam Park Sub Module 15**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From St Paul Yard	<b>MERRIAM PARK SUBDIVISION STATION PAGE TRAM AREA 1</b> # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
<b>Between St Paul Yard and Hoffman Ave Main Tracks used jointly with BNSF under BNSF Train Dispatcher</b>											
	4850	BT	C	0.0	(Jct River Sub) <b>ST PAUL YARD</b>	407.4C 427.5B		YARD			
			T	0.5	<b>DAYTONS BLUFF</b>	407.9C 428.3B					
			C	1.5	# <b>HOFFMAN AVE</b> (Jct BNSF Railroad)	408.9C 429.1B					
		J X									
<b>Between Hoffman Ave and St Paul Yard Main Tracks used jointly with BNSF under BNSF Train Dispatcher</b>											
1.43		IJ X	C	3.1	# <b>ROBERT ST</b> (Jct UP Railroad)	410.5			CQ MP 410.7		1.92
	0650	J X	T	3.8	(West End of 2 MT) # <b>CHESTNUT ST</b> (Jct UP Railroad)	411.2			↕		
	0651			4.6	# <b>FORDSON JCT</b> (Jct Ford Line Spur)	412.0			MP 415.7 Includes Ford Line Spur		
	0654	J	C	8.8	# <b>MERRIAM PARK</b> (Jct MNRR Railway)	416.2					
<b>BETWEEN MERRIAM PARK AND MIDWAY STATION BE GOVERNED BY MINNESOTA COMMERCIAL RAILWAY TIMETABLE AND RULES</b>											
		T		9.4	0.6 <b>MIDWAY STATION</b>						

**MERRIAM PARK SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	Dispr Call In	Emer- gency
Road	044-044	2	*21#	911
Minnesota Dispr	084-084	7	*71#	911
Engineering St Paul Yard	065-065			
St Paul Yard	088-088			
St Paul Hump	041-041			
Diesel House	028-028			
BNSF East Hump	076-076			
UP S St Paul Yardmaster	071-071			
MN Commercial	030-030			

**1.2 Telephone**

River Dispatcher ..... 612-904-5828  
COTD ..... 612-851-5722

**MERRIAM PARK SUBDIVISION**

**2.0 Speed**

**2.1 Maximum Speed**

	<b>MPH</b>		
	<b>PSGR</b>	<b>XT</b>	<b>OTHER</b>
St. Paul Yard – MP 408.3 .....	70	50	50
MP 408.3 – MP 410.5 .....	30	25	25
MP 410.5 over UP crossing .....	15	10	10
MP 410.5 - MP 411.3 .....	30	25	25
MP 411.32 - MP 416.2 .....	40	25	25

**EXCEPTIONS:**

MP 412.0 – MP 412.7 .....	30		
MP 415.5 – MP 416.0 .....	30		
Applies to eastward passenger trains until leading end of movement occupies territory.			
MP 412.0 – MP 412.4 .....	30		
MP 415.0 – MP 416.0 .....	30		
Applies to westward passenger trains until leading end of movement occupies territory.			
Through turnout of all switches and tracks other than main track, not otherwise specified .....			
	10	10	10
Through turnouts Hoffman Ave and Merriam Park .....			
	15	10	10

**MERRIAM PARK SUBDIVISION**

	MPH		
2.1 Maximum Speed	PSGR	XT	OTHER
Chestnut St. – Turnout from CP MT to CP/UP joint track and turnout west end of two main tracks .....	30	25	25
Within limits of St. Paul Union Depot Company, moving through crossovers and turnouts .....	10	10	10
Savage Spur Track Rule 6.28 applies MP 27.2 - MP 35.1 .....			10

**2.2 Cold Weather Restrictions**

Temperature minus -30 degrees F or colder

Entire Sub .....	35	35	35
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unless more restrictive speed is in effect.

**2.3 Hot Weather Restrictions**

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

**2.4 Speed Test Sections**

Not Applicable

**3.0 Tabular General Bulletin Order/Track Bulletins****3.1 Merriam Park Subdivision**

Provisions of Rule 6.2 apply.

**4.0 Block System/Authority/Track Designation****4.1 Block System**

Centralized Traffic Control is in use between St. Paul Yard and Merriam Park.

Between St. Paul Yard and Hoffman Ave. controlled by BNSF East Hump train dispatcher

**4.2 Authority**

Between St. Paul Yard and Merriam Park – CTC rules are in effect.

**St. Paul Union Depot Company** – Rule 6.13 applies within these limits. The entrance to this property is controlled on the east by signal indication at Third Street or verbal authority from BNSF East Hump dispatcher and on the west by signal indication or verbal authority from the CP River train dispatcher.

Movements in either direction between UP trackage South St. Paul and BNSF must be coordinated by CP River train dispatcher, UP Yardmaster at South St. Paul and BNSF East Hump train dispatcher.

**MERRIAM PARK SUBDIVISION****St. Paul Union Depot Company – continued**

Trains operating from UP Albert Lea Sub and UP Roseport industrial lead must contact UP Yardmaster at South St. Paul and receive permission before passing Junction Switch. If signal does not display a proceed indication at Junction Switch, contact the UP train dispatcher.

Trains operating to the UP South St. Paul via Hoffman Ave. (Belt) or State Street via Union Depot must secure permission from UP Yardmaster at South St. Paul before passing east end of Hoffman Ave.

**Minnesota Commercial** – Rule 6.28 applies within these limits. All trains and engines operating from the Minnesota Commercial Railway Co. to St. Paul will arrange to obtain permission of CP River train dispatcher before blocking the lead.

**Western Ave.** – Eastward train and engine movements from UP trackage at Western Ave. must contact CP River train dispatcher.

Westward train and engine movements from CP trackage to Western Ave. must secure permission from UP South St. Paul Yardmaster before passing Robert Street. Southward movements beyond MP 2.3 on UP Mankato Subdivision must be authorized by UP train dispatcher 43 Altoona. (Radio AAR 052-052).

**4.3 Main Track Designation**

Two main tracks are in use between St. Paul Yard and Chestnut St. Beginning at the north, the main tracks are numbered NO 1 and NO 2.

Between St. Paul Yard and Hoffman Ave. the main tracks are used jointly with the BNSF railroad.

BNSF mileposts apply to NO 2 MT between St. Croix and Newport and to NO 1 MT between Newport and St. Paul Yard.

CP mileposts apply to NO 1 MT between St. Croix and Newport and to NO 2 MT between Newport and St. Paul Yard.

CP and BNSF owned tracks will be identified by the mile post number followed by the letter "C" for CP trackage or the letter "B" for BNSF trackage.

**St. Paul Union Depot**

The limits of the St. Paul Union Depot Company property extend from connection with BNSF tracks at Third Street and connection with CP-BNSF tracks between Third Street and Division Street on the east to connection with the UP and CP tracks at Robert St. on the west.

**4.4 Yard Limits**

Not Applicable

## MERRIAM PARK SUBDIVISION

### Block System/Authority/Track Designation - continued

#### 4.5 Interlockings

**Robert Street** – Manual interlocking controlled by CP River train dispatcher.

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Ford Line and Savage Spur

Trains handling 286,000 cars weighing over 268,000 are prohibited as shown below:

Ford Line Spur

Savage Spur over Bridge MP 28.44 and MP 39.74 except as allowed by overload tolerance.

**5.2 St Paul Yard** - Trains, transfers, or rail cars must not be left blocking pedestrian walkway leading from parking lot to the main yard office.

Engine(s) must not be parked or stored in the following locations at St. Paul Yard: 21 Pocket, 43 Pocket, east end of 1 Pocket or Mini Rip track.

Due to close clearance between south side of the diesel service island and the westbound track, employees are prohibited from riding on the north side of rail cars while approaching and passing the diesel service island while moving on the new westbound track. "NO CLEARANCE" signs are displayed at both ends of the diesel service island.

##### 5.3 BNSF

Two way end of train devices are required of all trains operating on the BNSF Railroad as follows:

MP 0.5 – MP 5.0	BNSF	Midway Sub
MP 430.0 – MP 5.0	BNSF	St. Paul Sub

##### 5.4 Ford Yard

Six axle locomotives are not permitted on ramp lead.

##### 5.5 Between Merriam Park and Chestnut St.

This area is defined as heavy grade and two way telemetry device required, as applicable. This does not apply to movements between Chestnut and Fordson Jct.

##### 5.6 Savage Spur Trackage

Six axle locomotives are not permitted between MP 35.1 and Savage.

#### Securement Exceptions

##### 5.7 St. Paul Yard

**Tracks CT01 – CT04** - minimum of 2 hand brakes applied to each cut of cars left unattended.

## MERRIAM PARK SUBDIVISION

**Tracks CMINI and CT05** - When spotting mini rips hand brake must be applied on each car. If there is an inoperable hand brake another car with an operating hand brake must be left attached and secured.

**Tracks CT06 – CT41**- These tracks are protected by arrestors and inert retarders. These track do not require hand brakes unless otherwise instructed.

**Tracks CT42 – CT 47 and Dunn Yard** – Minimum of 3 hand brakes must be applied on any cut of cars left on track.

**All other yard tracks between Dunn and Hoffman** – Minimum of two hand brakes applied to each cut of cars, except when single car will be left with its handbrake applied.

**Note:** Cut of cars is a group of cars not attached to other cars on the track

**St Paul Yard (Hump)** – Engines left unattended on the hump lead between the hump tower and the west Dunn yard lead must be chocked using wheel chocks provided.

##### 5.8 Ford Yard

Minimum of two (2) handbrakes required on the east end of all yard tracks.

### 6.0 Movement Over Public Crossings

#### 6.1 Chestnut Street

Eastward train movements on Merriam Park Sub or off the UP trackage approaching Chestnut Street must remain 500 feet back of Absolute signals or at location of signs posted until a proceed signal governing movement is received to make sure traffic pre-emption for vehicle traffic signals are working before crossing gates descend.

#### 6.2 Savage Spur trackage

Trains must stop before occupying road crossings and have a crew member on ground at crossing to warn traffic until occupied.

Burnsville Parkway	MP 30.47
South Cross Drive	MP 31.56
150th Street	MP 32.11
155th Street	MP 32.8
168th Street	MP 34.18
172nd Street	MP 34.88

## MERRIAM PARK SUBDIVISION

### 7.0 Quiet Zones

#### CONTINUOUS QUIET ZONES

##### 7.1 St. Paul

Between MP 410.7 and MP 415.7 Continuous Quiet Zone covering the following road crossings:

Market/Ontario St	MP 410.96
Chestnut Street	MP 411.12
Western Ave	MP 412.08
Erie Street	MP 412.13
Oneida Street	MP 412.43
Carroll Ave	MP 415.48

##### 7.2 St Paul

Ford Line - Between Fordson Jct and Ford Yard including Ford Yard Continuous Quiet Zone over all road crossings

### 8.0 Switch and Derail Information

#### 8.1 Robert Street

When necessary to handle the dual control switch in manual operation, after movement has been completed and is clear of the interlocking and switches restored to power, crews must actuate the push button control located on relay house. No movement may be fouling the interlocking at the time the push button is actuated.

### 9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

Not Applicable

### 10.0 Other Tracks

#### 10.1 Savage Spur Trackage – FRA Excepted Track MP 28.1 - MP 35.1.

#### 10.2 DIESEL HOUSE TRackage – ST. PAUL YARD

Diesel House tracks are under the jurisdiction and control of Mechanical Department personnel. All employees operating engines, or engine consists, within the confines of the Diesel House tracks must comply with instructions from the Mechanical Foreman in charge.

Engines, or engine consists, must not enter Diesel House tracks without first obtaining permission from the Diesel House Foreman on radio channel 7 (AAR channel 28), or through the General Yardmaster via telephone from the Diesel House Foreman.

Engines and engine consists must not depart Diesel House tracks to enter yard tracks, including the track defined as the 21 pocket, without first obtaining permission from the General Yardmaster.

## MERRIAM PARK SUBDIVISION

### 10.3 ST PAUL YARD RIP TRACKS

Between the hours 0700 and 2300, engineers of all movements moving in either direction on the old eastbound track must ring the engine bell continuously while approaching and passing cars positioned for repair on Rip 1 at the St Paul repair track. Ringing the engine bell should commence sufficiently in advance to provide warning to employees engaged in repair of rail cars on Rip 1 track.

### 11.0 General Information

#### 11.1 Merriam Park

Third Short track is leased to Minnesota Commercial and may only be used by CP and Minnesota Commercial. All other movements on this track may only be made with permission of the Minnesota Commercial and could be subject to certain charges assessed by that railroad.

#### 11.2 St. Paul Yard

Train, transfer, and engine movements must not enter into, or depart from, St. Paul Yard via Hoffman Avenue, Oakland or Dunn without permission from the General Yardmaster at St. Paul Yard.

Crews instructed to use tracks in St. Paul Yard other than

classification tracks, where block protection governs must obtain permission from the General Yardmaster prior to entering such tracks.

General Yardmaster must not allow more than one crew on the same track without notifying all crew members on both crews and conducting a job briefing with all crew members discussing moves to be made and ascertaining that all crew members involved communicate with each other before movements are made.

General Yardmaster will also include Hump Yardmaster in the job briefing when movement will affect or occur on tracks that are governed by the Hump Yardmaster.

When train, transfer, or engines are making movements to and from the Union Pacific Railroad (UP) Hoffman Yard (Belt) the General Yardmaster must inform other movements entering St. Paul Yard at Hoffman Ave. to be on lookout for such movements to the UP. CP movements must not depart UP Hoffman Yard and enter CP trackage without first communicating with, and receiving permission from the General Yardmaster.

In addition to permission from the General Yardmaster, train, transfer and engine movements must not enter into, depart from, or occupy any track in Dunn Yard from either the East or West end without authority from the St. Paul Hump Yardmaster.



## MERRIAM PARK SUBDIVISION

### General Information – continued

Train, transfer and engine movements must not enter into, depart from, or occupy "Swamp" tracks 42 through 47 from either the east or west end without first communicating with, and receiving permission from the General Yardmaster. Train, transfer and engine movements must not depart the east end of "Swamp" tracks without also receiving authority from the Hump Yardmaster.

Train, transfer and engine movements must not enter into, depart from, or occupy tracks 1 through 4 from either the east or west end without first communicating with, and receiving permission from the General Yardmaster.

All trains and engines moving eastward on tracks 1, 2, 3 and 4 in St. Paul Yard, will remain clear of the other three tracks unless proceed signal is displayed on governing absolute signal at Oakland or signal is not needed to complete movement.

#### 11.3 St. Paul Yard Indication Lights

Indication lights are installed on line pole just west of roundhouse crossing. These lights will be lit with a white light for outbound trains when Hoffman Ave. shows an indication to proceed. These lights do not indicate the position of any switches between the crossing and Hoffman Ave. Outbound trains must remain behind roundhouse crossing waiting for signal at Hoffman Ave. when white light is not displayed until either authorized by control operator to proceed or lights are lit.

#### 11.4 St. Paul Yard Curve Protection Signals

Curve Protection Signals - Two running tracks designated from the north as CP 1 and CP 2 extend from Hoffman Ave. to the west end of St. Paul Yard. On the west end of St. Paul Yard CP 1 divides into the old westbound to the north and the new westbound to the south. CP 2 continues into the yard as the eastbound track. Because of the curvature on the westbound and eastbound tracks opposite the roundhouse, movements in either direction on either track will be governed by color light type dwarf signals located at each end of the curve on each track displaying the following aspects and indications:

RED ..... RESTRICTING  
LUNAR ..... PROCEED

This does not relieve the requirements of proceeding on those tracks in accordance with Rule 6.28

#### 11.5 St. Paul Yard Shove Signals

The yardmaster is in charge of tracks under shove light protection. Before cars are shoved into these tracks using shove lights, a job briefing between crew member and yardmaster must be made to determine track is clear for the movement. Crew member will then hold job briefing with other crew members on move to be made using shove lights and that during this movement no other unrelated task outside of this move may be made.

## MERRIAM PARK SUBDIVISION

Shove signals are located on the west end of tracks 1, 2, 3, 4, and tracks 42, 43, 44, 45, 46 and 47 indicate the number of car lengths of room remaining at the opposite end of the track and east end of tracks A, B, C, D and E in Dunn Yard. When shove signals are in use, crews are relieved of Rule 6.5.

These signals are located to the right of the track on which they apply.

#### INDICATIONS DISPLAYED BY SHOVE SIGNALS

12 = room for 4 units and 12 cars  
8 = room for 4 units and 8 cars  
4 = room for 4 units and 4 cars  
E = room for 2 units

When various circuits are not occupied, the lights in the indicator will be illuminated.

When cars are shoved into tracks 1, 2, 3, 4, 42, 43, 44, 45, 46 and 47 from the west end, the leading pair of wheels on the leading car will shunt each circuit in order named, 12, 8, 4, and "E", and each light will be extinguished as the leading wheel shunts each circuit.

When cars are shoved in to tracks A, B, C, D and E in Dunn yard from the east end, the leading pair of wheels on the leading car will shunt each circuit in order named, 12, 8, 4, and "E", and each light will be extinguished as the leading wheel shunts each circuit.

When light indicating the amount of room desired to be left clear is extinguished, the cut must be stopped

When the "E" light is extinguished during shove moves the track will be considered full and no further shove movements into the shove signal circuits will be permitted.

Single engine, engine consists or cars must not be left standing within the shove signal circuits unless such equipment is coupled to and part of a train, transfer or cut of cars occupying the track protected by the shove signals.

When the east switch of "A" (Able) Pocket is lined away from movement through the Able Pocket, all shove lights will be extinguished on the shove light display board for "A" (Able) track.

**11.6 Red Rock Industrial Lead** – The Red Rock industrial lead parallels NO 2 Main Track between MP 403 and MP 405 and connects with Dunn yard on the west end and Newport storage track on the east end. Trains and engines must receive permission from General Yardmaster to enter Red Rock industrial lead track.

## **MERRIAM PARK SUBDIVISION**

### **General Information - continued**

Trains, engines, or cars must not be left on the Red Rock industrial lead without permission from the General Yardmaster.

Normal position of hand operated switches located on the industrial lead will be lined and locked for the industrial lead.

All trains and engines moving eastward on tracks A - B - C - D and E in Dunn yard will remain clear of the other four tracks unless a proceed signal is displayed on governing absolute signal at Dunn for movement to NO 2 Main Track or Red Rock industrial lead.

All trains and engines arriving at Dunn on NO 2 Main Track or Red Rock industrial lead, must contact the General Yardmaster for permission to occupy a track in Dunn yard. The Hump Yardmaster must be notified when movement starts in on a track at Dunn yard.

### **11.7 Northern Tier**

The following is required of all crews that work in the Northern Tier.

1. Crew must wear long sleeved shirt or jacket and sleeves must be rolled down to cover arms, to protect employee from mist and fire.
2. Ground crew must wear hard hat when working in the refinery. Hard hats are available at guard house.
3. All gates must be closed after work is completed at refinery.
4. Jacket will be available at guard house, if employee forgets their long sleeved shirt or jacket.
5. Northern Tier employees, or agents of Ashland Refinery, will inspect all rail cars prior to their being spotted into the refinery. Call Ashland Security at (651) 458-2719 for rail car inspection.

### **11.8 Fordson Jct.**

When the eastward absolute signal displays STOP indication, eastward trains must stop west of Oneida Street and communicate with the CP River train dispatcher.

### **11.9 Between Hoffman Ave and St. Croix**

The following will apply to intermediate number plated signals for NO 1 and NO 2 MT's: Intermediate number plated signal displaying a red aspect, train must stop before passing the signal and then proceed at restricted speed, if signal is equipped with a "G" marker, train need not stop but must proceed at restricted speed.

On BNSF trackage between Division Street and St Croix, Approach Medium (flashing Yellow) signal aspect applies, indication "Proceed prepared to pass next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed".

## **MERRIAM PARK SUBDIVISION**

### **12.0 Hump and Classification Yard Instructions**

#### **12.1 General Duties and Responsibilities Hump Yardmaster.**

The Hump Yardmaster is under the jurisdiction and supervision of the General Yardmaster.

The Hump Yardmaster supervises hump switch crews, and car department personnel working under their jurisdiction.

The Hump Yardmaster is charged with the safe and efficient classification of railcars employing the "Pro-Yards" automatic hump control system.

#### **12.2 Classification Yard Instructions**

Engineer in charge of engine humping must comply with instructions received, except in cases of emergency. When shoving cars from Dunn and up to the crest of the hump, a crew member or other qualified employee must ride leading car or walk ahead of movement to ascertain switches are properly lined.

Crew must know that cars are coupled, before moving cars over hump. Hump Foremen must instruct their crews in this respect and know that instructions are complied with. When for any reason, backup signals are given, Hump Foreman must know that their helpers are in proper position before signal is again given to hump.

#### **12.3 Hump Procedures/restrictions**

Hump Yardmasters and Hump Switch Foreman, must monitor the "Pro-Yards" automatic hump system to assure that cars are moving over the hump at proper speed and must also give attention to lading, special handling instructions, weather conditions, etc., so that cars can reach proper classification track without incident or damage to car or lading.

Loaded cars must be released in cuts of three (3) cars or less. Empty cars must be released in cuts of five (5) cars or less. Proper time element between each cut must be maintained.

Cabooses must not be released over the hump. Cabooses must not be used during humping operation and must be shoved to rest or handled by themselves.

Do not move empty or loaded deep well intermodal cars (depressed flats or double stack/triple stack) and empty or loaded depressed center beam lumber cars in series CP 320000 through CP 320029 through the hump retarders.

When cars are found bad order or made bad order and not marked bad order on switch list, Hump Foremen must call attention to such cars and get disposition from Yardmaster. Yardmaster must contact mechanical forces to have car Bad-Ordered in TYES.

## MERRIAM PARK SUBDIVISION

### Hump and Classification Yard Instructions - continued

#### 12.4 Humping to a Clear Track (Inert Retarders and Arrestor System)

Classification (bowl) tracks 6 through 41 are protected on the west end by a system of inert retarders and track arrestors.

The following instructions govern humping into clear tracks:

1. When the Hump Yardmaster is advised that a classification track is clear, the Hump Yardmaster will put a "peg" on the track.
2. Before humping into a clear track, the Hump Yardmaster will determine the car type and commodity.
3. Cars containing metal shavings, any loaded hopper, or any loaded tank car must not be humped into a clear track.
4. The cut humped into a clear track must always be a single car.
5. Hump Yardmaster will announce on radio channel 5 (AAR 88) when car is going up a clear track.

#### 12.5 Over-speed Alarm

Whenever the "over speed alarm" is tripped during humping operations the "contaminated wheel process" must be completed before humping is resumed. The first three cars that are humped after an over speed must not go to a clear track.

#### 12.6 Movement from Hump into Bowl

If necessary for hump engine to move into classification yard, ground crew must accompany engine. Engine must not be moved through retarders in either direction when retarders are in closed position.

Cars must not be pulled or shoved through retarders when retarders are in closed position without permission from the proper authority.

When necessary to shove cars over the hump into the bowl, employee must not ride the cars being shoved over the hill.

#### 12.7 Shoving Tracks from Hump End

The hump crew must notify the General Yardmaster when a track is to be shoved and General yardmaster will arrange for protection of the shove. Hump crew will inform General Yardmaster when shove move is completed.

#### Placement of Cars West End of Bowl Tracks

When cars are pulled out of the bowl from the hump end of the yard and cars are left on the track, remaining cars must be left no farther west than the inerts.

When cars are added to the west end of the bowl tracks, they must be placed at least into the inert retarder. If cars are on the track and extend west of the inert, the added car(s) must be coupled to them.

## MERRIAM PARK SUBDIVISION

#### 12.8 West End Bowl Tracks Clearance Restrictions

The General Yardmaster should be informed any time cars on a track in the classification yard are 90 feet or closer to the fouling point.

The General Yardmaster will, when notified, either make arrangements to have track secured with hand brakes or shove track back into the east arrestor system if room is available.

Hump Yardmaster must not hump into the track until they know that the securement has been provided or the track has been shoved back into the east arrestor system.

#### 12.9 Requesting and Releasing Blocks on Bowl Tracks

Any time a train crew or other craft needs to enter a track in the hump classification yard those employees must contact the Hump Yardmaster when on duty and request a block on the track or tracks.

Hump Yardmaster will block track and notify requesting employee that required protection has been provided by stating "**(Employee or Engine No.) has a block on track (No.).**" Requesting employee must repeat this information back to Hump Yardmaster. Before commencing any duties on that track other protection used by other crafts must be established. When work is completed and protection is no longer required, employee will notify Hump Yardmaster that block may be released. Hump Yardmasters must keep records on tracks blocked and released on prescribed form with time given.

After a crew has requested a block on a bowl track, but has been advised that cars are still "rolling" into the track, the crew will wait a minimum of FIVE (5) MINUTES before coupling onto the track, unless it can be VISUALLY VERIFIED by a member of the crew requesting the block that the "rolling" cars have coupled to the track. If a problem is found with equipment or track they have the block on, employees must leave protection established in place, until the situation is remedied or other protection is provided by another craft or employee.

Before a crew may enter a hump classification track from the west end, for any reason, they must request a block on the track from the Hump Yardmaster and receive confirmation that the block has been established.

Crew member must request a block before taking charge of, or inspecting engines tied up on the west end of the classification tracks.

## MERRIAM PARK SUBDIVISION

### 12.9 Requesting and Releasing Blocks on Bowl Tracks - continued

The block may be released when the engine moves off the classification track. A block is also required when an engine is parked on the west end of a classification track when a crew goes to lunch or is tying up. The block is to be released when the crew is clear of the classification tracks. Likewise a crew coming out of lunch must request a block before taking charge of their engine parked on a classification track.

### 12.10 Air Switches in Hump Yard

**The following guidelines will be used when using air switches in manual operation:**

1. Make certain the route is in the automatic position.
2. Step down on pedal making certain pedal is fully down, listen for a hissing sound of air being vented to atmosphere. If you do not hear this do not go any further and contact yardmaster to get a signal maintainer.
3. Operate switch lever all the way, make certain that you are not in the path of the switch handle and out of its way in case it kicks back.
4. Switches must be approached expecting that something could be wrong. If handle requires too much effort do not throw and contact yardmaster.

### 12.11 Application of Uniform Hump Status Modes

The Hump Yardmaster is responsible to ensure that the ProYards System is adjusted throughout the day to indicate the correct status modes below. The Supervisor Operations (SO) is responsible to audit compliance to these three status modes.

#### **Hump Mode:**

This mode automatically indicates when the hill is actively humping. When in the Hump Mode, the words 'Hump Sig' on the ProYards screen will turn to yellow text, and when not humping the words will then turn red. The hump should not be in hump mode until ready and actively humping railcars. Leave the ProYards System in the Idle mode when a hump list is loaded into ProYards from Common Yards, until actually humping starts.

When cars are humped into a track, short distance to couple (DTC) 200 feet or less and conditions may cause the cars to foul the lead or adjacent track, when cars couple into standing cars on the destination track, the hump will automatically stop. Humping must not resume until the Hump Yardmaster determines that cars are in the clear of tracks to be used and hump operations can be resumed safely.

When in other than Hump Mode, flat switching rules apply.

## MERRIAM PARK SUBDIVISION

#### **Trim Mode:**

This mode should only be used when a hump locomotive is actively trimming on the hump end of the classification yard. When in Trim Mode, the words 'Trim Sig' on the ProYards screen will turn yellow, and when not trimming the words will turn red. As soon as the trim work is completed, the Trim Mode should be closed so that the ProYards System goes into the default or Idle mode. During trimming operations, hump crew must not release cars on any track at a speed greater than 6 MPH. Cars must not be pulled up the hump and released, unless the cars are to be retarded or will not exceed 6 MPH entering the destination track. Crews must be aware of the amount of cars on tracks and other conditions which would require releasing cars at less than 6 MPH.

#### **Idle Mode:**

This mode should be used whenever a hump crew is not actively humping or trimming. Though the Idle Mode does not indicate in the ProYards screens, the ProYards System does default to this mode when either the Hump or Trim Modes are inactive (i.e. when both terms are 'red' on the screen or stopped, or when the 'F12' STOP key is depressed on the ProYards keyboard).

Some examples of when ProYards should be in the Idle mode are:

- when the hump crew is at lunch,
- when the hump crew is off in the Yard getting another hump cut or moving other traffic,
- when queuing or waiting in the escape track,
- when sitting idle on the hump awaiting shift change
- when expected to sit for an extended time frame at the end of a hump cut.

Anytime a hump is not actively humping or trimming, the ProYards hump computer should be set into Idle Mode.

**Canadian Pacific US WEST REGION Timetable NO 101**  
**River Sub Module 16**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From St Paul Yard	RIVER SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
5.08			C	119.4	(Jct Tomah Sub) # RIVER JCT WEST	288.0					
					5.0						
	4820			114.4	# Donehower East DONEHOWER # Donehower West	292.3 293.0 294.6		11360			
					10.0						
	4821			104.4	# Homer East HOMER # Homer West	301.9 303.0 304.8		13514			299.2
					5.2						
	4822	B		99.2	WINONA	308.2		YARD	CQ MP 306.5 to MP 311.0		
					1.9						
	4823	J		97.3	# TOWER CK (Jct UP)	310.3					
					2.9						
			T	93.1	GOODVIEW	313.2					
					5.9						
	4825			91.4	# Minnesota City East MINNESOTA CITY # Minnesota City West	314.9 316.0 317.2		11556			
					9.0						
	4827			82.4	# Weaver East WEAVER # Weaver West	324.2 325.0 326.6		11736			5.08
					13.0						
	4829			69.4	# Midland East MIDLAND # Midland West	337.3 338.0 340.0		13326			
					3.2						
	4830			66.2	WABASHA	341.2		YARD			
					9.8						
	4831			56.4	# Lakeview East LAKEVIEW # Lakeview West	349.5 351.0 352.0		12360			
					2.8						
	4832			53.1	LAKE CITY	353.8		YARD			
					8.2						
	4833			45.4	# Frontenac East FRONTENAC # Frontenac West	361.0 362.0 363.5		12441			
					8.7						
	4835			36.7	RED WING	370.7		YARD			
					3.5						
	4838			33.2	# Duke East DUKE # Duke West	372.7 374.2 375.6		14574			
					9.8						
	4840		C	23.4	# Blackbird East BLACKBIRD # Blackbird West	382.8 384.0 385.0		10473			378.8 (HBD/ Wild)
					1.9						
	4841			21.5	(East End of 2 MT) # VERMILLION	385.9					
					2.8						
					Continued next page						

**RIVER**



**Canadian Pacific US WEST REGION Timetable NO 101**  
**River Sub Module 16**

**RIVER**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From St Paul Yard	CONTINUED RIVER SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward	
5.08	4842	X	C	13.7	# EAST HASTINGS	388.7		YARD	CQ MP 390.7 to MP 391.4		5.08	
				2.4								
	4843	B	T	16.3	# HASTINGS (West End of MT 2) (Mississippi Drawbridge)	391.1						
			C	1.0								
Between St Croix and St Paul Yard Main Tracks used jointly with BNSF under BNSF Train Dispatcher												
2.82	4844	J X	C	15.3	# ST CROIX (Jct BNSF Railroad) ( East End of 2 MT)	392.1C 410.5B			CQ BNSF No 2 MT MP 420.0B to MP 421.4B	402.8 No 2 MT	4.38	
				10.4								
	4849	X		4.9	# NEWPORT	402.5C 422.2B						
				0.6								
			T	4.3	# RED ROCK	403.1C						
				2.0								
				2.3	# DUNN	405.1C						
				1.4								
		X		0.9	# OAKLAND	406.5C 426.7B			CQ Red Rock Industrial Track	BNSF 424.4 No 1 MT		
				0.9								
	4850	BT	C	0.0	ST PAUL YARD (Jct Merriam Park Sub)	407.4C		YARD				
Between St Paul Yard and St Croix Main Tracks used jointly with BNSF under BNSF Train Dispatcher												

**RIVER SUBDIVISION**

**SPECIAL INSTRUCTIONS GOVERNING ST. PAUL  
YARD ARE LOCATED WITH THE MERRIAM PARK  
SUB**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	Dispr Call In	Emer- gency
Road	044-044	2	*21#	911
Minnesota Dispr	084-084	7	*71#	911
BNSF Dispr Lawler	066-066		760	
Enggeering St Paul	065-065			
St Paul Yard	088-088			
Hump Channel	041-041			
Diesel House	028-028			
BNSF East Hump Dispr	076-076		200	

**1.2 Telephone**

River Dispatcher ..... 612-904-5828  
COTD ..... 612-851-5722

**RIVER SUBDIVISION**

**2.0 Speed**

	MPH		
2.1 MAXIMUM SPEED	PSGR	XT	OTHER
MP 288.0 – MP 304.8 .....	65	55	50
MP 304.8 – MP 306.6 .....	60	55	50
MP 306.6 – MP 310.3, Winona, through city limits, .....	30	30	30
(Eastward trains may increase speed after engine passes through limits)			
MP 310.3 – MP 326.6 .....	65	55	50
MP 326.6 – MP 327.2 .....	60	55	50
MP 327.2 – MP 329.9 .....	65	55	50
MP 329.9 – MP 338.3 .....	75	60	50
MP 338.3 – MP 354.5 .....	65	55	50
MP 354.5 – MP 362.3 .....	79	60	50
MP 362.3 – MP 364.1 .....	65	55	50
MP 364.1 – MP 364.8 .....	60	50	50
MP 364.8 – MP 369.2 .....	65	55	50
MP 369.2 – MP 371.8, Red Wing, through city limits .....	40	40	40
MP 371.8 – MP 373.3 .....	65	55	50
MP 373.3 – MP 385.9 .....	79	60	50
MP 385.9 – MP 389.1, NO 1 MT .....	79	60	50
MP 389.1 – MP 389.6, NO 1 MT .....	70	60	50

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**RIVER SUBDIVISION**

**Speed – continued**

	PSGR	XT	OTHER
MP 389.6 – MP 390.4, NO 1 MT .....	60	40	40
MP 390.4 – MP 391.0, NO 1 MT .....	50	40	40
MP 391.0 – MP 391.1, NO 1 MT .....	25	25	25
MP 385.9 – MP 390.4, NO 2 MT .....	60	40	40
MP 390.4 – MP 391.1, NO 2 MT .....	25	25	25
MP 391.1 – MP 391.5 .....	25	25	25
MP 391.5C – MP 392.1C St. Croix .....	35	35	35
MP 392.1C – MP 392.5C through St. Croix including CP connection switch.....	25	25	25
MP 392.5C – MP 396.1C, NO 1 MT ....	45	35	35
MP 396.1C – St. Paul Yard, NO 1 MT .	70	50	50
MP 410.8B St. Croix – MP 418.2B, NO 2 MT .....	45	40	40
MP 418.2B – St. Paul Yard, NO 2 MT..	70	50	50
Winona - Wall Street track .....			5
Through turnout of all switches and tracks other than main track, not otherwise specified .....	10	10	10
<b>River Jct. West</b> – through turnouts and on siding .....	25	25	25
<b>Donehower</b> - turnouts and on sdg ..	25	25	25
<b>Homer</b> - turnouts and on siding .....	25	25	25
<b>Minnesota City</b> - through turnouts and on siding .....	25	25	25
<b>Weaver</b> - through turnouts and on siding .....	25	25	25
<b>Midland</b> - through turnouts and on siding .....	25	25	25
<b>Lakeview</b> - through turnouts and on siding .....	25	25	25
<b>Frontenac</b> - through turnouts and on siding .....	25	25	25
<b>Duke</b> - through turnouts and on siding .....	25	25	25
<b>Blackbird</b> - through turnouts and on siding .....	25	25	25
<b>Vermillion</b> - through turnout east end of 2 MT .....	25	25	25
<b>East Hastings</b> - through crossover	25	25	25
<b>Hastings</b> - through turnout west end of 2 MT .....	25	25	25
<b>St Croix</b> - through crossover to NO 1 MT .....	25	25	25
<b>Newport</b> - through east and west crossovers .....	25	25	25
<b>Red Rock</b> - through turnout and on Industrial track .....	25	25	25
<b>Dunn</b> - through turnouts and on industrial track .....	25	25	25
<b>Oakland</b> - through crossover .....	25	25	25

**RIVER SUBDIVISION**

**2.2 Cold Weather Restrictions**

PSGR XT OTHER

Temperature minus -30 degrees F or colder  
 Entire Sub..... 35 35 35  
 Unless more restrictive speed is in effect.

**2.3 Hot Weather Restrictions**

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

**2.4 Speed Test Sections**

MP 381 to MP 378

**3.0 Tabular General Bulletin Order/Track Bulletins**

**3.1 River Subdivision**

Provisions of Rule 6.2 apply.

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Centralized Traffic Control is in use between River Jct. West and St. Paul Yard. CTC between St. Croix and St. Paul Yard controlled by BNSF East Hump train dispatcher.

**Between Hoffman Ave. And St. Croix**

The following will apply to intermediate number plated signals for NO 1 MT and NO 2 MT: Intermediate number plated signal displaying a red aspect, train must stop before passing the signal and then proceed at restricted speed, if signal is equipped with a "G" marker, train need not stop but must proceed at restricted speed.

On BNSF trackage between Division Street and St Croix, Approach Medium (flashing Yellow) signal aspect applies, indication "Proceed prepared to pass next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed".

**4.2 Authority**

Between River Jct. West and St. Paul Yard – CTC rules are in effect.

**4.3 Main Track Designation**

Single Main Track between River Jct West and Vermillion and between Hastings and St Croix.

Two main tracks are in use between Vermillion and Hastings and between St. Croix and St. Paul Yard. Beginning at the north, the main tracks are numbered NO 1 and NO 2.

**RIVER**



**RIVER SUBDIVISION****Block System/Authority/Track Designation - continued**

Between St. Croix and St. Paul Yard the main tracks are used jointly with the BNSF railroad

BNSF mileposts apply to NO 2 MT between St. Croix and Newport and to NO 1 MT between Newport and St. Paul Yard. BNSF mile posts will be identified by the letter "B" for BNSF trackage.

CP mileposts apply to NO 1 MT St. Croix and Newport and to NO 2 MT between Newport and St. Paul Yard. CP mile posts will be identified by the letter "C" for CP trackage.

**4.4 Yard Limits**

Not Applicable

**4.5 Interlocking**

Not Applicable

**5.0 Equipment Restrictions and Securement Exceptions****Equipment Restrictions**

**5.1 Red Wing** – Due to restricted clearance in Archer Daniels Midland's loading shed on the Park track, employees are prohibited from walking or riding on side of equipment into or through loading shed.

Watch for close clearance between yard track and ADM number 3 track when cars are on ADM number 3 track.

**Securement Exceptions**

**5.2** A minimum of 2 handbrakes are required within the following yard tracks:

- Winona
- Wabasha
- Lake City
- Red Wing, except for cars left on yard track east of Broad St. and on west pass will be governed by Rule 7.6.
- Hastings
- Cottage Grove

**6.0 Movement Over Public Crossings****6.1 Winona**

Trains must approach the following road crossings prepared to stop, until it is ascertained that all crossing warning devices are operating. If not operating, warning must be provided by crew member on ground until crossing is occupied:

Moving from main track to yard at the crossover east of Franklin Street. A control box for manual operation for this crossing is located on the northeast quadrant.

**RIVER SUBDIVISION****6.2 Between Duke and Hastings**

Trains and engines must not block County Highway 18. In event of emergency situation which may cause blockage notify train dispatcher immediately that crossing is blocked. Crossing must be cleared in a timely manner.

**6.3 Between Vermillion and East Hastings**

Private road crossings at MP 386.6 and MP 387.1 must be cut when trains are staged or parked.

**7.0 Quiet Zones****Continuous Quiet Zones****7.1 Winona**

Between MP 306.5 and MP 311.0 Continuous Quiet Zone covering the following road crossings:

Louisa Street	MP 306.72
Mankato Avenue	MP 307.19
Hamilton Street	MP 307.55
Franklin Street	MP 307.98
Main Street	MP 308.35
Huff Street	MP 308.63
Grand Street	MP 308.84
Sioux St & Gilmore	MP 309.04
Howard Street	MP 309.26
Baker & Wabasha Streets	MP 309.43
Broadway Street	MP 309.56
Fifth & Jackson Streets	MP 309.66
Bierce Street	MP 310.11

and all other road crossings on downtown tracks.

**7.2 Hastings**

Between MP 390.7 and MP 391.2 Continuous Quiet Zone covering the following road crossings:

2 <sup>nd</sup> Street	MP 391.09
3 <sup>rd</sup> Street	MP 391.02

**7.3 Cottage Grove**

Continuous Quiet Zone covering the following road crossing:

Inman Ave	MP 415.2B No 2 MT
-----------	-------------------

**7.4 St Paul Park**

Between MP 420.0 B and MP 421.4 B NO 2 Main Track Continuous Quiet Zone covering the following road crossings:

Pullman Ave	MP 420.32 B
9 <sup>th</sup> Avenue	MP 420.71 B
Broadway Ave	MP 421.10 B

**7.5 St Paul**

Continuous Quiet Zone covering the following road crossings:

North Star Steel
Red Rock Road
Roundhouse Crossing

**RIVER SUBDIVISION****8.0 Switch and Derail Information****8.1 Electric Locks**

Station	MP	Location of switch
Winona .....	306.0	E. end of yard track
Winona .....	306.1	E. end of dump track
Winona .....	306.6	W. end of dump track
Winona .....	307.9	Franklin St. XO
Winona .....	308.0	Scale Track
Winona .....	308.5	W. end of yard track
Tower CK .....	309.9	Malt track lead
Tower CK .....	312.8	W. end of yard track
Wabasha .....	340.8	E. end former WWD TRK
Wabasha .....	342.9	W. end former WWD TRK
Lake City .....	353.1	E. end former EWD TRK
Lake City .....	353.7	Crossover
Lake City .....	355.0	W. end former EWD TRK
Red Wing .....	367.3	E. end former EWD TRK
Red Wing .....	370.5	ADM XO-MT to Park TRK
Red Wing .....	370.6	E. end of Park TRK
Red Wing .....	370.9	W. end of Park TRK
Red Wing .....	371.3	W. end former EWD TRK
East Hastings .....	388.8	E. end old sdg No. 2 MT
Hastings .....	390.4	W. crossover No. 2 MT
Hastings .....	391.1	No. 1 MT to old EWD sdg
Chemolite .....	396.2	W. end of Chemolite spur
Cottage Grove .....	398.2	E. end of Marshalling yard
Cottage Grove .....	399.0	W. end Marshalling yard

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks****9.1 Trackside Warning Detector Locations**

Milepost	Type of Detector	Call Back
299.2	HBD/DED	#299255
331.5	HBD/DED	#331555
357.1	HBD/DED	#357155
378.8	HBD/DED/WILD	#378855
402.8C No 2 MT	HBD/DED	#402844
BNSF 424.4B No 1 MT	HBD/DED	208

**9.2 WILD Detector MP 378.8**

Crews of trains that have been notified by the train dispatcher as having cars that have speed restrictions identified by the Wheel Impact Load Detector (WILD) will handle the cars at speed designated. Car(s) will be set out at Red Wing first option, otherwise cars may be moved to Wabasha as second option to be set out.

Wheel will be inspected for any damage such as cracks, pieces missing, broken flange, defective bearings, etc.

**9.3 Bad Order Set Out Tracks**

Winona.....	Depot track
Wabasha.....	CV main
Lake City .....	Team track
Red Wing .....	Industrial track

**RIVER SUBDIVISION****10.0 Other Tracks****10.1 Other Tracks Not Shown as Stations**

Station Number	Location	Mile Post	Switch at
4826	Whitman	319.1	East end
4828	Kellogg	335.2	West end
4848	Cottage Grove	399.0	Both ends
4847	Chemolite	396.2	West end

**11.0 General Information****11.1 Calling of Restrictions Rule 1.47**

Westward trains leaving St. Paul Yard moving over the BNSF will begin radio transmission at BN University for movement to the Paynesville Sub. River Sub will not include movements over Joint trackage between Hoffman Ave. and St. Croix.

**11.2 Red Wing – ADM Norsun**

Before switching ADM Norsun:

Contact ADM Employee in charge of rail operations via telephone or in person at scale and/or loading shed. ADM will designate person by name on their switch list.

Obtain information from the ADM Employee in Charge regarding ADM track mobile operation and if any ADM employees are working or will be working within the area to be used and any conditions to be on the alert for.

Conduct Job Briefing with ADM rail operations employee indicating tracks that will be used during switching operations and confirm information received from ADM Employee in Charge regarding track mobile and ADM employees in the area.

If unable to contact ADM rail operations employee when arriving at Red Wing ADM plant it should be ascertained where track mobile is located and verified that it is shut down before starting switching moves.

As always with any switching operations you must make certain that there are no employees on the cars or in between before moving and also make certain that there are not any hoses or other devices attached to the cars before moving.

Phone number for ADM is 651 388 7111  
Phone for track scale is 651 267 3835

When spotting or pulling cars on NO 1 track at ADM's Red Wing facility do not walk or perform switching activity from the bluff side of NO 1 track (the area between the rock bluff and NO 1 track). The bluff side of NO 1 track is a prohibited area. To protect your safety, from falling rock, do not enter this area. When spotting or pulling cars on ADM's NO 1 track, perform necessary work from the river side of the track area between NO 1 and NO 2 track.

RIVER

Canadian Pacific US WEST REGION Timetable NO 101  
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RIVER SUBDIVISION

General Information – continued

11.3 Cottage Grove

Set outs by road trains will only be made on the storage, pass and/or back tracks. Cars must not be set out toward auto compound, unless there is a road switch crew on duty at Cottage Grove who will direct movement.

RIVER

**Canadian Pacific US WEST REGION Timetable NO 101**  
**Waseca Sub Module 17**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Waseca	<b>WASECA SUBDIVISION STATION PAGE</b> <b>TRAM AREA'S</b> Waseca to Rochester - 2 Rochester to MN City - 4 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
1.2	04836		<b>Rule 6.28</b>	98.1	# (Jct River Sub) <b>GOODVIEW</b>	4.9					Down Grade
					1.5						
	04825			96.6	<b>MINNESOTA CITY</b>	6.4					
					4.9						
	01003			91.2	<b>STOCKTON</b>	11.3					
					7.1						
	01008		<b>T</b>	84.1	<b>LEWISTON</b>	18.4					
					4.4						
	01009			79.7	<b>UTICA</b>	22.8					
					5.5						
	01012			74.2	<b>ST CHARLES</b>	28.3					
					8.6						
	01018			65.6	<b>EYOTA</b>	36.9					
					1.0						
	01021			64.6	<b>PLAINVIEW SPUR</b>	37.9					
					11.4						
Down Grade										40.4	
	01024	B		53.2	<b>ROCHESTER</b>	49.3					1.98
					9.4						
	01027		<b>W</b>	43.8	<b>BYRON</b>	58.7					
					5.7						
	01030			38.1	<b>KASSON</b>	64.4				61.4	
					4.0						
	01033			34.1	ESS Dodge Center <b>DODGE CENTER</b> WSS Dodge Center	66.8 68.4 68.8		9718			
					8.0						
	01036			26.1	<b>CLAREMONT</b>	76.4					
					11.2						
	00361			14.9	<b>OWATONNA JCT</b> (Jct Owatonna Sub)	87.6					
					0.5						
	00362		<b>C</b>	14.4	(Jct Owatonna Sub) <b>OWATONNA</b>	88.1					92.4  1.75
					8.2						
	01039			6.2	<b>MERIDEN</b>	96.3					
					6.2						
	01057	BY	<b>YL</b>	0.0	<b>WASECA</b> (Jct Tracy Sub)	102.5	100.9 to 107.25	YARD			

**WASECA**

**Canadian Pacific US WEST REGION Timetable NO 101**  
**Waseca Sub Module 17**

**WASECA**

**WASECA SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	OS Call In	Emer- gency
Road	057-057	6	*61#	911
Yard	019-019			
Engineering	082-082			
UP Road	052-052			

**1.2 Telephone**

Huron Operations Supervisor ..... 612-851-5728  
 COTD ..... 612-851-5741  
 Waseca Operations Supervisor ..... 612-851-5749  
 (0600-1400 M-F when notified that Huron desk is split)  
 UP Spine Dispatcher ..... 800-877-0295  
 River Dispatcher ..... 612-904-5828

**2.0 Speed**

<b>2.1 Maximum Speed</b>	<b>MPH</b>
MP 4.4 - MP 6.4.....	10
MP 6.4 - MP 18.2.....	25
MP 18.2 - MP 20.5.....	10
MP 20.5 - MP 46.0.....	25
MP 46.0 - MP 100.9.....	30
MP 100.9 - MP 102.5.....	10
Through turnout of switches and tracks other than main track, not otherwise specified.....	10

**2.2 Cold Weather Speed Restrictions**

Temperature -15 degrees F or colder  
 MP 4.4 to MP 45.9.....35 MPH  
 MP 86.4 to MP 88.6.....35 MPH

Temperature -30 degrees F or colder  
 MP 45.9 to MP 86.4.....35 MPH  
 MP 88.6 to MP 102.5.....35 MPH  
 Unless more restrictive speed in effect

**2.3 Hot Weather Speed Restrictions**

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

**2.4 Speed Test Sections**

MP 9.0 - MP 10.0  
 MP 92.0 - MP 93.0

**WASECA SUBDIVISION**

**3.0 Tabular General Bulletin Order/Track Bulletins**

**3.1 Waseca Sub**

Provisions of Rule 6.2 apply.

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Not Applicable

**4.2 Authority**

Track Warrant Control is in use between Minnesota City and Waseca.

GCOR Rule 6.28

Minnesota City MP 4.4 - MP 6.4

**4.3 Main Track Designation**

Single Main Track between Minnesota City and Waseca.

**4.4 Yard Limits**

<b>West MP</b>	<b>East</b>
<b>MP</b>	
107.25	Waseca (Tracy Sub)
	Waseca..... 100.9

**5.0 Equipment Restrictions and Securement Exceptions**

**Equipment Restrictions**

**5.1 Stockton**

No locomotives past clearance point.

**5.2 Lewiston**

Benson Quinn - 4 axle locomotives only.  
 Benson Fertilizer- 4 axle locomotives only.

**5.3 St Charles**

West fertilizer track - 4 axle locomotives only.

**5.4 Haverhill**

Greenway Coop - 4 axle locomotives only.

**5.5 Rochester**

Public Utilities - 4 axle locomotives only.  
 Seneca line - 4 axle locomotives only.

**1.0** No Clearance at Rochester Public Utilities (fence near track).

No Clearance between Tracks 2 and 3, do not ride sides of cars unless adjacent track is clear.

**5.6 Byron**

Elevator track - 4 axle locomotives only.

**5.7 Dodge Center**

McNeilus Track - 4 axle locomotives only.

**Canadian Pacific US WEST REGION Timetable NO 101**  
**Waseca Sub Module 17**

**WASECA SUBDIVISION**

**Equipment Restrictions and Securement  
Exceptions - continued**

**5.8 Claremont**

Downtown fertilizer track - 4 axle locomotives only.

**5.9 Waseca Yard**

South Pass - 4 axle locomotives only.

Brown Printing - 4 axle locomotives or one 6 axle locomotive only.

Agrilink - 4 axle locomotives only.

**Securement Exceptions**

**5.10 Rochester**

Minimum 2 hand brakes

**5.11 Dodge Center**

Minimum 2 hand brakes

**5.12 Waseca**

Yard Minimum 1 hand brake

Cemetery Crossing - Minimum 2 hand brakes

Main Track, MP 100.9 - MP 102.5 - Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

**6.0 Movement Over Public Crossings**

**6.1 Lewiston**

All movements on Elevator Track must activate automatic crossing warning device for 20 seconds prior to occupying Fremont Street grade crossings (MP18.4).

**6.2 Eyota**

All movements on Elevator Track must activate automatic crossing warning device for 20 seconds prior to occupying Center Avenue (MP 36.8).

**6.3 Rochester**

All movements on auxiliary tracks must activate automatic crossing warning device for 20 seconds prior to occupying:

- 2nd Avenue NE grade crossing (MP 49.1)
- 1st Avenue NW grade crossing (MP 49.4)
- 4th Avenue NW grade crossing (MP 49.5)
- 6th Avenue NW grade crossing (MP 49.7)
- 11th Avenue NW grade crossing (MP 50.0)

**WASECA SUBDIVISION**

**6.4 Waseca**

Do not block crossings on school days:

0730 to 0800    1200 to 1300    1445 to 1515

Monday through Friday, the crossings east of the yard in Waseca (Highway 13 and Fourth Street S.W. are the main crossings) and the crossings south of Waseca Yard must not be blocked by switch crews.

If an unforeseen circumstance, emergency, mechanical, or brake failure occurs that will cause a crossing to be blocked during the above time frames, or in excess of 15 minutes during the remaining times of the day, the crew must immediately contact the Trainmaster or Operations Supervisor who will contact the Waseca Police Department or Sheriff's Department.

The Waseca Police Department, Sheriff's Department, and ambulance service monitor the CP's radio frequency and may notify the railroad of any crossings that must be opened immediately for emergency vehicles. Railroad employees must work expeditiously to open these crossings so as not to unduly delay emergency vehicles.

**7.0 Quiet Zones**

Not Applicable

**8.0 Switch and Derail Information**

**8.1 Owatonna Jct**

Owatonna Jct switches to Owatonna Sub shall be left lined in normal position for the Waseca Sub.

**9.0 Trackside Warning Detectors and Bad  
Order Set Out Tracks**

**9.1 Trackside Warning Detector Locations**

Milepost	Type of Detector	Call Back
40.4	HBD/DED	N/A
61.4	HBD/DED	N/A
92.3	HBD/DED	N/A

**10.0 Other Tracks**

**10.1 Other Tracks Not Shown as Stations**

Station Number	Location	Mile Post	Switch at
01024	Haverhill Greenway Coop	42.6	West End
01024	Haverhill Greenway Coop	42.9	East End

**10.2 Rochester**

Seneca Spur – Rule 6.28 applies.

**WASECA**

**WASECA SUBDIVISION****11.0 General Information****11.1 St Charles to Minnesota City**

Descending Heavy Grade Train Handling Procedure:

These instructions apply to Eastward trains in which the tons per operative brake exceeds 100 tons:

1. A running brake test must be performed at a location between MP 27.5 and MP 20 to ensure BP continuity.
2. From a fully charged air brake system, make a minimum automatic brake application prior to the locomotive passing MP 16.8 (Dutchman Crossing).
3. Monitor train speed until it is known that the combination of train air brakes and mid-range Dynamic Brake (DB) are sufficient to control train speed at 10 MPH. Minimum application may be supplemented by additional brake applications of at least two psi.
4. Trains must be stopped, hand brakes applied and brake system recharged if more than throttle notch 4 is required to pull the train between MP 17 and MP 13.
5. Normal cycle braking supplemented with dynamic brakes may be employed after lead engine passes MP 12.5.

**WASECA SUBDIVISION****11.2 Minnesota City**

When picking up or setting out cars at Minnesota City, advise the River Dispatcher of the number and location of cars set out and picked up as soon as practical.

**11.3 Waseca**

When switching Brown Printing, crew members may request that the doors on partially loaded cars be closed before moving the cars if there is danger of the load shifting or falling out of the car.



**Canadian Pacific US WEST REGION Timetable NO 101  
Hartland Spur Module 18**

Haulage Factors Southward		Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓	HARTLAND SPUR STATION PAGE TRAM AREA 1	NORTHWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Northward
					Distance From Hartland		Mile Post Location					
2.1	01057	B	Rule 6.28	18.8	(Jct Tracy Sub) WASECA	87.5						2.56
				6.8								
	01060			12.0	OTISCO	94.3						
				5.8								
	01063			6.2	NEW RICHLAND	100.1						
				6.2								
	01066	J		0.0	HARTLAND (Jct UP)	106.3						
				12.7								
BETWEEN MP 107 AND MASON CITY BE GOVERNED BY UP TIMETABLE AND SPECIAL INSTRUCTIONS												
	00326				MASON CITY							

## HARTLAND SPUR

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emergency
Road	019-019	6	*61#	911
Nahant Yard	057-057			
Engineering	082-082			
UP Spine Dispatcher	052-052			

#### 1.2 Phone Numbers

Huron Operations Supervisor..... 612-851-5728  
Waseca Operations Supervisor ..... 612-851-5749  
(0600-1400 M-F when notified that Huron desk is split)  
COTD..... 612-851-5741  
UP Spine Dispatcher ..... 800-726-1115

### 2.0 Speed

#### 2.1 Maximum Speed

MP 87.5 – MP 106.3 ..... 10 MPH

#### 2.2 Cold Weather Speed Restrictions

Not Applicable

#### 2.3 Hot Weather Speed Restrictions

Not Applicable

#### 2.4 Speed Test Sections

Not Applicable

## HARTLAND SPUR

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Hartland Spur

Provisions of Rule 6.2 apply.

#### 3.2 UP Movement

Trains operating on UP trackage must obtain a UP initial Track Warrant from UP Spine Dispatcher.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Not Applicable

#### 4.2 Authority

GCOR Rule 6.28 applies between Waseca and MP 107.

Trains operating between MP 107 and Mason City are governed by UP Timetable Instructions and Rules.

#### 4.3 Main Track Designation

Not Applicable

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

Not Applicable

**HARTLAND SPUR**

**HARTLAND SPUR****5.0 Equipment Restrictions and Securement Exceptions****Equipment Restrictions****5.1 Hartland Spur**

Gross Weight Limit of 263,000 pounds.

**5.2 Otisco**

No locomotives on spur track

**5.3 New Richland**

Central Trading 4 axle locomotives only

**5.4 Hartland**

No locomotives on elevator track between Main Street and Johnson

**Securement Exceptions****5.5 Hartland Spur**

Between MP 87.5 and MP 107.0 on former main track – minimum 3 hand brakes.

**6.0 Movement Over Public Crossings****6.1 Hartland Spur**

The following crossings require trains to stop and provide warning per GCOR Rule 6.32.2, Item 1:

<b>Crossing Number</b>		<b>DOT</b>
210 <sup>th</sup> Ave	MP 102.4	195820L
County 77	MP 103.4	195821T
325 <sup>th</sup> St.	MP 105.1	195823G
Hartland, Main St	MP 106.4	195825V
CSAH 33,	MP 106.6	195826C

**6.2 Hartland**

All movements on Elevator track must activate automatic crossing warning device for 20 seconds prior to occupying Johnson Street MP 106.6 Johnson St.

**6.3 Waseca**

Movements over 4th Street SW crossing, MP 102.7, must activate automatic crossing warning device for 20 seconds.

**HARTLAND SPUR****7.0 Quiet Zones**

Not Applicable

**8.0 Switch and Derail Information**

Not Applicable

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

Not Applicable

**10.0 Other Tracks**

Not Applicable

**11.0 General Information**

Not Applicable

**Canadian Pacific US WEST REGION Timetable NO 101**  
**Tracy Sub Module 19**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Tracy	TRACY SUBDIVISION STATION PAGE TRAM AREA 1	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
2.06	01057	BY	YL	119.3	(Jct Waseca Sub) <b>WASECA</b> (Jct Hartland Spur)	102.5	100.9 to 107.25	YARD			
			T	5.4							
				113.9	<b>HARVEST STATES COOP</b>	107.9					
				2.1							
	01079			111.8	<b>PLANT</b>	110.0					
				2.9							
	01081		W	108.9	<b>JANESVILLE</b>	112.9				113.0	2.06
				9.6							
	01084			99.3	<b>EAGLE LAKE</b>	122.5					
				2.7							
	01087			96.6	ESS Lime Siding <b>LIME SIDING</b> WSS Lime Siding	124.8 125.2 125.95		6200			
				4.4							
Down Grade	01093	J	C		<b>MANKATO</b> (End CP Track) (Jct UP)	129.6					
	<b>BETWEEN MP 129.6 AND MP 142.4 BE GOVERNED BY UP TIMETABLE AND SPECIAL INSTRUCTIONS</b> <b>UP Yard Limits in effect between 129.6 (UP MP 81.2) and MP 142.4 (UP MP 88.3)</b>										1.88
		J			(Jct UP) (End CP Track)	142.4					
				7.5							
	01096			76.7	ESS Judson <b>JUDSON</b> WSS Judson	149.1 149.9 150.2		5684		156.5	Down Grade
				15.4							
1.68	01102	B		61.3	<b>NEW ULM</b>	165.3				172.5	
				8.4							
2.26	01105			52.9	<b>ESSIG</b>	173.7					
				6.1							
	01108			46.8	<b>SLEEPY EYE</b>	179.8					
				5.2							
	01111			41.6	ESS Cobden <b>COBDEN</b> WSS Cobden	184.0 185.0 185.9		9900			
				5.2							
	01114			36.4	<b>HARVESTLAND COOP</b>	190.2					
				2.9							
	01117			33.5	<b>SPRINGFIELD</b>	193.1				193.0	
				8.6							
	01120			24.9	<b>SANBORN</b>	201.7					3.12
				7.1							
	01123			17.8	<b>LAMBERTON</b>	208.8					
				4.9							
	01126			12.9	<b>REVERE</b>	213.7				213.1	
				5.4							
	01129			7.5	<b>WALNUT GROVE</b>	219.1					
				7.5							
	01132	BTY	YL	0.0	<b>TRACY</b> (Jct Huron Sub)	226.6	224.8 to 228.0	YARD			

**TRACY**

## TRACY SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emer- gency
Road	057-057	5	*51#	911
Yard	019-019			
Engineering	082-082			
UP	062-062		*45	

#### 1.2 Telephone

Huron Operations Supervisor ..... 612-851-5728  
 COTD ..... 612-851-5741  
 Waseca Operations Supervisor ..... 612-851-5749  
 (0600-1400 M-F when notified that Huron desk is split)  
 UP Dispatcher ..... 402-636-1871 or 800-726-1114  
 UP Mankato Yardmaster ..... 402-233-1601

### 2.0 Speed

2.1 Maximum Speed	MPH
MP 102.5 - MP 106.2 .....	10
MP 106.2 - MP 122.5 .....	30
MP 120.5 - MP 129.6 .....	25
MP 142.4 - MP 147.0 .....	25
MP 147.0 - MP 181.0 .....	30
MP 181.0 - MP 214.0 .....	40
MP 214.0 - MP 224.8 .....	25
MP 224.8 - MP 226.6 .....	20
Through turnout of all switches and tracks other than main track, not otherwise specified .....	10

#### 2.2 Cold Weather Speed Restrictions

Temperature -15 degrees F or colder  
 MP 120.5 to MP 129.6 ..... 35 MPH  
 MP 214.0 to MP 226.6 ..... 35 MPH

Temperature -30 degrees F or colder  
 MP 102.5 to MP 120.5 ..... 35 MPH  
 MP 129.6 to MP 214.0 ..... 35 MPH  
 Unless more restrictive speed in effect

#### 2.3 Hot Weather Speed Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

#### 2.4 Speed Test Section

MP 110.0 - MP 111.0  
 MP 170.0 - MP 171.0  
 MP 213.0 - MP 214.0

## TRACY SUBDIVISION

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Tracy Sub

Provisions of Rule 6.2 apply.

#### 3.2 Between MP 129.6 and MP 142.4 on UP

Train are governed by UP Timetable Instructions and Rules, crews must have UP track bulletins. Contact UP dispatcher or Mankato yardmaster for instructions.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Not Applicable

#### 4.2 Authority

Track Warrant Control is in use between Waseca and Mankato (MP 129.6) and also between (MP 142.4) Judson and Tracy.

#### 4.3 Main Track Designation

Single Main Track between Waseca and Mankato (MP 129.6) and also between (MP 142.4) Judson and Tracy.

#### 4.4 Yard Limits

West MP	East
MP	
	Waseca (Waseca Sub) ..... 100.9
107.25 .....	Waseca
142.4 .....	(UP 88.3)(UP Mankato Sub) (UP Mankato Sub) (UP 81.2) ... 129.6
228.0 .....	Tracy (Huron Sub)
	Tracy ..... 224.8

#### 4.5 Interlockings

Not Applicable

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Waseca Yard

South Pass—4 axle locomotives only.  
 Brown Printing—4 axle locomotives or one 6 axle.  
 Agrilink—4 axle locomotives only.

No Clearance between Yard Tracks 2 and 3 do not ride on the sides of cars unless there are no cars on the adjacent tracks.

##### 5.2 Eagle Lake

Locomotives must remain on Main Track.

##### 5.3 New Ulm

Grease Plant, North Central Container, Roundhouse or Dock track—4 axle locomotives only.

##### 5.4 MP 169.3

Cold storage track—4 axle locomotive only.

TRACY

**TRACY SUBDIVISION****Equipment Restrictions and Securement Exceptions - continued****5.5 MP 175.7**

Brown County Ag—4 axle locomotives only.

**5.6 Sleepy Eye**

Del Monte, Number 3 & Number 5 track — 4 axle locomotives only.

Clay track — 6 axle locomotives to clearance point.

**5.7 Springfield**

Ochs Brick—4 axle locomotives only.

**5.8 Walnut Grove**

Old pass & fertilizer tracks—4 axle locomotives only.

**5.9 Tracy**

Wye and fertilizer tracks—One 6 axle locomotive only except when connecting locomotives to engine monitor or parking locomotives on the engine house track.

**5.10 MP 165.0 - MP 185.0**

Helper Tractive Effort Limits do not apply to Westward DP equipped trains departing New Ulm. Non-controlling DP helper unit must be isolated at Cobden or sooner if conditions permit.

**Securement Exceptions****5.11 New Ulm**

Minimum 1 hand brake

Main Track - Minimum 2 hand brakes

**5.12 Sleepy Eye**

Minimum 2 hand brakes

**5.13 Tracy**

Yard - Minimum 1 hand brake

Old Pass - Per ABTH Rules, Section 7

New Pass - Minimum of 2 hand brakes plus each unit in engine consist

**5.14 Waseca**

Yard - Minimum 1 hand brake

Main Track, MP 100.9 - MP 102.5 - Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist

Memorial Siding - Minimum 2 hand brakes

**6.0 Movement Over Public Crossings****6.1 Waseca**

Movements over 4th Street SW crossing, MP 102.7, on the pass track must activate automatic crossing warning device for 20 seconds.

**6.2 Sleepy Eye**

Eastward movements on pass track must activate the automatic crossing warning device for 20 seconds prior to occupying Second Avenue NW grade crossing, MP 179.8.

**TRACY SUBDIVISION****6.0 Movement Over Public Crossings****6.3 Lamberton**

All movements on the Elevator Track must activate the automatic crossing warning devices for 20 seconds prior to occupying the Ilex St., MP 209.0 and Main St., MP 208.75 crossings.

**6.4 Tracy**

All movements on DC 4 (old passing track) must activate the automatic crossing warning device for 20 seconds prior to occupying Fourth Street grade crossing, MP 226.6.

**7.0 Quiet Zones**

Not Applicable

**8.0 Switch and Derail Information****8.1 Waseca**

The following main track switches may be left lined and locked in either position:

East Yard Lead Switch

West Yard Lead Switch

Memorial Siding - East and West Switches

**8.2 Tracy**

The following main track switches may be left lined and locked in either position:

East New Pass Switch at MP 224.9

West New Pass Switch at MP 226.45

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks****9.1 Trackside Warning Detector Locations**

Milepost	Type of Detector	Call Back
113.0	HBD/DED	N/A
156.5	HBD/DED	N/A
172.5	HBD/DED	N/A
193.0	HBD/DED	N/A
213.1	HBD/DED	N/A

**10.0 Other Tracks****10.1 Other Tracks Not shown as Stations**

Station Number	Location	Mile Post	Switch at
01123	Highwater Ethanol	209.1	East End
	Highwater Ethanol	210.9	West End

**TRACY**

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**TRACY SUBDIVISION**

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**11.0 General Information****11.1 Lime Siding**

Do not block the state trail located at MP 125.3 during daylight hours.

**11.2 New Ulm**

When switching New Ulm Steel and Recycling, Industry No. 3, crew members must perform all work on the north side of the industry track between the industry track and the Main Track to avoid scrap piles.

When spotting cars at the industry, place cars only as far into the tracks as they can safely be shoved. The recycling plant will spot their own cars. If necessary, hand brakes may be applied prior to shoving cars into the industry track.

When pulling cars at the industry, the cars may be pulled to the Main Track prior to releasing brakes and doing the air test.

**11.3 Lamberton**

Spot empty grain cars to the west spout at Meadowland Elevator. Do not leave cars fouling the inside switch east of the elevator.

**11.4 Tracy**

Train line continuity air hoses have been installed under stockyard crossing in Tracy Yard.

**TRACY**



**Canadian Pacific US WEST REGION Timetable NO 101**  
**Huron Sub Module 20**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	HURON SUBDIVISION STATION PAGE TRAM AREA 2	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Huron		Mile Post Location					
1.78	01132	BTY	YL	136.1	(Jct Tracy Sub) <b>TRACY</b>	226.6	224.8 to 228.0	YARD			
	01135			128.9	7.2 <b>GARVIN</b>	233.8				236.6	
	01138			123.3	5.6 <b>BALATON</b>	239.4					
	01144	J	T	114.9	8.4 <b>FRA JCT</b> (Jct BNSF)	247.8					
	01147			113.2	1.7 <b>ESS FLORENCE</b> <b>FLORENCE</b> <b>WSS FLORENCE</b>	248.6 249.5 250.35		8632			
	01150			109.0	4.2 <b>TYLER</b>	253.7					
	01153			101.1	7.9 <b>LAKE BENTON</b>	261.6				259.0	
	01156			94.9	6.2 <b>VERDI</b>	267.8					
	01159			88.3	6.6 <b>ESS ELKTON</b> <b>ELKTON</b> <b>WSS ELKTON</b>	272.6 274.4 274.6		9500			
	01161	T	W	77.6	10.7 <b>AURORA</b>	285.1				280.9	
	01164	BT		71.8	5.8 <b>BROOKINGS</b>	290.9					
	01167	T		68.4	3.4 <b>SIOUX VALLEY SPUR</b>	294.3					
	01170			65.2	3.2 <b>VOLGA</b>	297.5					
	01173			54.4	10.8 <b>ARLINGTON</b>	308.3				303.8	Down Grade
	01183			41.7	12.7 <b>LAKE PRESTON</b>	321.0				321.6	
	01186			33.1	8.6 <b>ESS DE SMET</b> <b>DE SMET</b> <b>WSS DE SMET</b>	329.55 329.6 330.9		6988			
	01189		C	25.9	7.2 <b>MANCHESTER</b>	336.8					
	01192			17.9	8.0 <b>IROQUOIS</b>	344.8					
	01195			8.7	9.2 <b>CAVOUR</b>	354.0					
	01198	BTY	YL	0.0	8.7 <b>HURON</b> (Jct Pierre Sub)	362.7	360.8 to 366.3	YARD		338.0	1.72

**HURON**



**Canadian Pacific US WEST REGION Timetable NO 101**  
**Huron Sub Module 20**

**HURON SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	OS Call In	Emer- gency
Road	019-019	4	*41#	911
Yard	057-057			
Engineering	082-082			

**1.2 Telephone**

Huron Operations Supervisor ..... 612-851-5728  
 COTD ..... 612-851-5741  
 BNSF Marshall Sub Dispatcher ..... 817-867-7098

**2.0 Speed**

<b>2.1 Maximum Speed</b>	<b>MPH</b>
MP 226.6 - MP 228.0 .....	10
MP 228.0 - MP 261.9 .....	40
MP 261.9 - MP 262.5 .....	35
MP 262.5 - MP 348.7 .....	40
MP 348.7 - MP 362.7 .....	10

Through turnout of all switches and tracks other than  
 main track, not otherwise specified ..... 10

**2.2 Cold Weather Speed Restrictions**

Temperature -15 degrees F or colder  
 MP 267.6 to MP 298.3 ..... 35 MPH  
 Temperature -30 degrees F or colder  
 MP 226.6 to MP 267.6 ..... 35MPH  
 MP 298.3 to MP 362.7 ..... 35MPH  
 Unless more restrictive speed in effect

**2.3 Hot Weather Speed Restrictions**

When ambient temperature exceeds 95 degrees F,  
 speed must be reduced 10 MPH below the maximum  
 authorized timetable speed. Trains need not reduce  
 below 25 MPH. This restriction does not apply where  
 maximum speed is 25 MPH or less on permanent or  
 temporary speed restrictions.

**2.4 Speed Test Sections**

MP 238.0 - MP 239.0  
 MP 356.0 - MP 357.0

**3.0 Tabular General Bulletin Order/Track  
 Bulletins**

**3.1 Huron Subdivision**

Provisions of Rule 6.2 apply.

**HURON SUBDIVISION**

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Not Applicable

**4.2 Authority**

Track Warrant Control from Tracy to Huron.

**4.3 Main Track Designation**

Single Main Track between Tracy and Huron.

**4.4 Yard Limits**

<b>West MP</b>	<b>East MP</b>
	Tracy (Tracy Sub) ..... 224.8
228.0 .....	Tracy
	Huron ..... 360.8
366.3 .....	Huron (Pierre Sub)

**4.5 Interlockings**

Not Applicable

**5.0 Equipment Restrictions and Securement  
 Exceptions**

**Equipment Restrictions**

**5.1 Tracy**

Wye and fertilizer tracks - one 6 axle locomotive only  
 except when connecting locomotives to engine monitor  
 or parking locomotives on the engine house track.

**5.2 Balaton**

4 axle locomotives or one 6 axle locomotives only.

**5.3 Tyler**

All auxiliary tracks, 4 axle locomotives or one 6 axle  
 locomotive only.

**5.4 Brookings**

Perry Electric stub and 3M industry track one 4 axle  
 locomotive only.

**5.5 Everist Pit**

4 axle locomotives or one 6 axle locomotive only.

**5.6 Huron**

All Industry and Rip tracks one 4 axle locomotive.  
No Clearance: On north side of track 5.

**5.7 ABE SD, Dakotaland Feeds and Barti Metal**

Limited to 3 SD locomotives.

**5.8 BNSF Transfer Track and yard**

No 6 axle locomotives.

**Securement Exceptions**

**5.9 Aurora Yard**

Minimum 2 hand brakes

**5.10 Brookings**

Minimum 3 hand brakes

**HURON**

## **HURON SUBDIVISION**

### **Equipment Restrictions and Securement Exceptions - continued**

#### **5.11 Sioux Valley**

Minimum 1 hand brake

#### **5.12 Huron**

Short Yard - Minimum 1 hand brake

Long Yard East - Minimum 1 hand brake

Long Yard West - Minimum 1 hand brake

Main Track, MP 360.0 - MP 367.0 - (Simmons crossing, Farmland crossing and Dressed Beef crossing) -

Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

#### **5.13 Tracy**

New Pass - minimum of 2 handbrakes plus each unit

#### **5.14 BNSF Yard**

Minimum 1 hand brake

## **6.0 Movement Over Public Crossings**

### **6.1 Tracy**

All movements on the old passing track must activate automatic crossing warning device for 20 seconds prior to occupying Fourth Street grade crossing, MP 226.6

### **6.2 Aurora**

Road crossing located between MP 284.9 and MP 285.0 must not be blocked

### **6.3 Brookings**

Tracks Other Than Main Track: All movements must activate the automatic crossing warning device for 20 seconds prior to occupying Main Street East grade crossing to the elevator bins.

When switching 3M track, all movements must activate the automatic crossing warning device for 20 seconds prior to occupying 22nd Avenue grade crossing. Crossing warning will not start until locomotive is on the Main Track off the 3M lead.

When operating out of the Rainbow Track "B" switch, all movements must activate the automatic crossing warning device for 20 seconds prior to occupying Western Avenue grade crossing.

### **6.4 De Smet**

Westward movements from the Elevator Track to the siding must activate the automatic crossing warning device for 20 seconds prior to occupying Highway 25 grade crossing, MP 329.8.

## **HURON SUBDIVISION**

### **6.5 Huron Yard**

Eastward movements using track 1 must activate the automatic crossing warning device for 20 seconds prior to occupying Dakota Avenue grade crossing.

All movements on track 9, must activate the automatic crossing warning device for 20 seconds prior to occupying Lincoln Avenue grade crossing.

### **7.0 Quiet Zones**

Not Applicable

## **8.0 Switch and Derail Information**

### **8.1 Tracy**

The following main track switches may be left lined and locked in either position:

East New Pass switch MP 224.9

West New Pass switch MP 226.45

### **8.2 Huron Yard**

The following main track switches may be left lined and locked in either position:

East Crossover

East Middle Crossover

West Middle Crossover

West Yard Lead Switch

## **9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

### **9.1 Trackside Warning Detectors**

<b>Milepost</b>	<b>Type of Detector</b>	<b>Call Back</b>
236.8	HBD/DED	N/A
256.0	HBD/DED	N/A
280.9	HBD/DED	N/A
303.8	HBD/DED	N/A
321.6	HBD/DED	N/A
338.0	HBD/DED	N/A

### **9.2 Bad Order Set Out Tracks**

Bad order cars should be spotted between the fluorescent yellow paint marks.

**Volga - MP 297.2** West of crossing at Hansina Street (Casey's Station) just west of derail on elevator track or north track by fertilizer plant (spot not marked).

**Arlington - MP 308.3** On stub track spot bad orders to west end of track next to Arlington sign.

**Lake Preston - MP 321** On middle track or house track. Crossing between Main Street and 400 feet past the next east crossing.

**DeSmet - MP 329.7** West end of elevator track near crossing.

**HURON**

## HURON SUBDIVISION

### Bad Order Set Out Tracks - continued

**Manchester - MP 336.9** On auxiliary track near 426th Avenue, set car as close to road as possible allowing for clearances.

**Iroquois - MP 344.7** East or west of former crossing (Quapaw Street) or center crossing on elevator track.

**Cavour - MP 353.8** West of east crossing 300 feet on elevator track.

### 10.0 Other Tracks

Not Applicable

### 11.0 General Information

#### 11.1 Tracy

Train line continuity air hoses have been installed under the stockyard crossing in Tracy Yard.

#### 11.2 Florence

When cutting the crossing at MP 249.2, leave 400 foot clearance on each side of the crossing. Clearance points are painted with yellow paint marks.

Loaded trains interchanging to the BNSF through FRA Jct. must be operated with the controlling locomotive leading the movement unless the train is operating in distributed power mode.

#### 11.3 Brookings

Everist Pit requires that employees wear hardhat protection while switching inside their facility. A brown hardhat box is located on the white building on the west leg of the wye.

#### 11.5 Sioux Valley

Cement plant must be contacted before switching plant (605-693-3301).

HURON

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Huron	YALE SPUR STATION PAGE TRAM AREA 1	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
2.91	01258		6.28	69.2	WATERTOWN	91.1					
BETWEEN WATERTOWN AND END OF CP TRACK BE GOVERNED BY BNSF TIMETABLE AND SPECIAL INSTRUCTIONS											
Down Grade		J	Rule 6.28	15.3	(Jct BNSF) End of CP Track	145.0					2.95
				15.3	HURON						
3.41	01198	BT		0.0	(Jct Huron Sub)	160.3					

Yale Spur is part of the Huron Subdivision

**YALE SPUR****1.0 Radio and Telephone Information****1.1 Radio Channels**

	AAR	Zone	OS Call In	Emergency
Road	019-019	4	*41#	911
Yard	057-057			
Engineering	082-082			

**1.2 Telephone**

Huron Operations Supervisor..... 612-851-5728  
 COTD..... 612-851-5728  
 BNSF Dakota Branch Dispatcher ..... 817-234-2356

**2.0 Speed**

**2.1 MAXIMUM SPEED** **MPH**  
 MP 145.0 – MP 160.3 ..... 10

**2.2 Cold Weather Restrictions**

Not Applicable

**2.3 Hot Weather Restrictions**

Not Applicable

**2.4 Speed Test Sections**

Not Applicable

**3.0 Tabular General Bulletin Order/Track Bulletins****3.1 End of CP Track and Watertown**

Train will be governed by BNSF Timetable Instructions and Rules, and crews must have BNSF track bulletins.

**YALE SPUR****4.0 Block System/Authority/Track Designation****4.1 Block System**  
Not Applicable**4.2 Authority**

GCOR Rule 6.28 is in effect between CP End of Track and Huron.

**4.3 Main Track Designation**

Not Applicable.

**4.4 Yard Limits**

**West MP** **East**  
**MP**  
 366.3..... Huron (Pierre Sub)  
 Huron (Huron Sub) ..... 360.8

**4.5 Interlockings**

Not Applicable

**5.0 Equipment Restrictions and Securement Exceptions****Equipment Restrictions****5.1 Entire Spur**

Gross Weight Limit of 263,000 pounds.

**Securement Exceptions**

No exceptions

**6.0 Movement Over Public Crossings**

Not Applicable

**7.0 Quiet Zones**

Not Applicable

**YALE SPUR**

Canadian Pacific US WEST REGION Timetable NO 101  
Yale Spur Module 21

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**YALE SPUR**

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**8.0 Switch and Derail Information**

---

Not Applicable

**9.0 Trackside Warning Detectors and Bad  
Order Set Out Tracks**

---

Not Applicable

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**YALE SPUR**

---

**10.0 Other Tracks**

---

Not Applicable

**11.0 General Information**

---

Not Applicable

**YALE SPUR**

**Canadian Pacific US WEST REGION Timetable NO 101  
Mansfield Sub Module 22**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Mansfield	MANSFIELD SUBDIVISION STATION PAGE TRAM AREA 1	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
3.6	01347		Rule 6.28	0.0	(End of Track) MANSFIELD	66.9 66.5					3.33
				5.9							
	01344			5.9	NORTHVILLE	60.6					
			T W C		10.4						
	01341			16.3	ATHOL	50.2					
					10.5						
	01339	JT	Rule 6.28	26.8	REDFIELD (Jct BNSF)	39.7					
				33.2							
	BETWEEN REDFIELD AND WOLSEY BE GOVERNED BY BNSF TIMETABLE AND SPECIAL INSTRUCTION										
01261	AJ		60.0	WOLSEY (Jct BNSF) (Jct Pierre Sub)	376.3						

### Mansfield Subdivision

#### 1.0 Radio and Telephone Information

##### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emergency
Road	019-019	3	*31#	911
Yard	057-057			
Engineering	082-082			
BNSF Branch Dispatcher	066-066			

##### 1.2 Telephone

Huron Operations Supervisor..... 612-851-5728  
COTD..... 612-851-5741  
BNSF Dakota Branch Dispatcher..... 817-867-7198

#### 2.0 Speed

**2.1 Maximum Speed** **MPH**  
MP 66.9 – MP 376.3 ..... 10

##### 2.2 Cold Weather Restrictions

Not Applicable

##### 2.3 Hot Weather Restrictions

Not Applicable

##### 2.4 Speed Test Sections

Not Applicable

### Mansfield Subdivision

#### 3.0 Tabular General Bulletin Order/Track Bulletins

**3.1** Between Wolsey and Redfield be governed by BNSF Timetable Instructions and Rules. Crews must have BNSF track bulletins.

#### 4.0 Block System/Authority/Track Designation

##### 4.1 Block System

Not Applicable

##### 4.2 Authority

Track Warrant Control in use between Redfield and Northville

##### GCOR Rule 6.28 in effect :

MP 39.7 - MP 42.0  
MP 59.0 - MP 66.9

##### 4.3 Main Track Designation

Single Main Track between Redfield and Northville.

##### 4.4 Yard Limits

Not Applicable

##### 4.5 Interlockings

**Wolsey** - Automatic Interlocking with the BNSF.

**MANSFIELD**

Canadian Pacific US WEST REGION Timetable NO 101  
Mansfield Sub Module 22

**Mansfield Subdivision**

**5.0 Equipment Restrictions and Securement Exceptions**

**Equipment Restrictions**

**5.1 Entire Sub**

Gross Weight Limit of 263,000 pounds.

**Securement Exceptions**

No exceptions

**6.0 Movement Over Public Crossings**

**6.1 Redfield**

All movements through the elevator and auxiliary tracks must activate automatic crossing warning device for 20 seconds prior to occupying Highway 281 grade crossing (MP 40.2).

**Mansfield Subdivision**

**7.0 Quiet Zones**

Not Applicable

**8.0 Switch and Derail Information**

**8.1** The switch from BNSF siding to the CP yard must be left lined and locked for BNSF siding movement per GCOR Rule 8.11.

**8.2 Northville**

Derail at MP 59.7

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

Not Applicable

**10.0 Other Tracks**

Not Applicable

**11.0 General Information**

Not Applicable

**MANSFIELD**



**Canadian Pacific US WEST REGION Timetable NO 101**  
**Onida Sub Module 23**

Haulage Factors Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓ Distance From Blunt	ONIDA SUBDIVISION STATION PAGE TRAM AREA 1	NORTHWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Northward
2.91					(End of Main Track)	97.5					Down Grade
	01350			14.3	ONIDA	100.8					
Down Grade	01288	TY		0.0	BLUNT (Jct Pierre Sub)	115.1	113.6 to 115.1				2.56

## ONIDA SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emergency
Road	019-019	2	*31#	911
Yard	057-057			
Engineering	082-082			

#### 1.2 Telephone

Huron Operations Supervisor..... 612-851-5728  
 BNSF Dakota Branch Dispatcher..... 817-234-2356

### 2.0 Speed

#### 2.1 Maximum Speed

**MPH**

MP 100.8 – MP 113.6 ..... 30  
 MP 113.6 – MP 115.1 ..... 10

Through turnout of all switches and track other than main track, not otherwise specified ..... 10

#### 2.2 Cold Weather Speed Restrictions

Not Applicable

#### 2.3 Hot Weather Speed Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

#### 2.4 Speed Test Sections

Not Applicable

## ONIDA SUBDIVISION

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Onida Subdivision

Provisions of Rule 6.2 apply.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

#### 4.2 Authority

Track Warrant Control in effect between Blunt and Onida

#### GCOR Rule 6.28

MP 100.8 - End of Track

#### 4.3 Main Track Designation

Single Main Track between Blunt and Onida

#### 4.4 Yard Limits

#### North MP

113.6..... Blunt.....115.1

#### South MP

#### 4.5 Interlockings

Not Applicable

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

Not Applicable

#### Securement Exceptions

No exceptions

Canadian Pacific US WEST REGION Timetable NO 101  
Onida Sub Module 23

ONIDA

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**ONIDA SUBDIVISION**

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**6.0 and Movement Over Public Crossings**

---

**6.1 Onida**

North and south movements off the elevator track must activate automatic crossing warning device for 20 seconds prior to occupying Ash Avenue grade crossing.

**7.0 Quiet Zones**

---

Not Applicable

**8.0 Switch and Derail Information**

---

Not Applicable

---

**ONIDA SUBDIVISION**

---

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

---

**9.1 Bad Order Set Out Tracks**

Bad order cars should be spotted between the fluorescent yellow paint marks.

**Onida - MP 99.5** Tail track 100 feet north of north switch, or Midwest Fertilizer Track

**10.0 Other Tracks**

---

Not Applicable

**11.0 General Information**

---

Not Applicable

**Canadian Pacific US WEST REGION Timetable NO 101**  
**Pierre Sub Module 24**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	PIERRE SUBDIVISION STATION PAGE TRAM AREA 1	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From FT Pierre		Mile Post Location					
2.06	01198	BTY	YL	121.7	(Jct Huron Sub) HURON	362.7	362.7 to 366.3	YARD			2.06
	01261	AJ	T	108.1	13.6 WOLSEY (BNSF Crossing)	376.3					
2.56	01264			96.9	11.2 WESSINGTON	387.5					
	01270			84.0	11.9 ST LAWRENCE	400.4					
	01273	B		81.5	2.5 ESS Miller MILLER WSS Miller	401.6 402.9 403.1		7200			
	01276			71.0	10.5 REE HEIGHTS	413.4					
	01279			59.2	11.8 HIGHMORE	425.2					
	01282			51.4	7.8 HOLABIRD	433.0					
Down Grade	01285		44.4	7.0 HARROLD	440.0					2.06	
	01288	T	31.6	12.8 BLUNT (Jct Onida Sub)	452.8						
2.73	01291	B	C	3.9	27.7 ESS Pierre PIERRE WSS Pierre	479.5 480.5 480.75		6087		2.56	
	01294			0.0	3.9 FT. PIERRE (Jct PRC Sub)	484.4					

**PIERRE**

**PIERRE SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	OS Call In	Emer- gency
Road	057-057	3	314	911
Yard	012-012			
Engineering	082-082			
BNSF Road	066-066			

**1.2 Telephone**

Huron Operations Supervisor..... 612-851-5728  
 COTD..... 612-851-5741  
 BNSF Dakota Branch Dispatcher..... 817-867-7198

**PIERRE SUBDIVISION**

**2.0 Speed**

**2.1 Speed Restrictions**

**MPH**

MP 362.7 - MP 366.3.....	10
MP 366.3 - MP 376.0.....	40
MP 376.0 - MP 376.4.....	20
MP 376.4 - MP 459.9.....	35
MP 459.9 - MP 480.0.....	40
MP 480.0 - MP 484.4.....	25
Through turnout of switches and tracks other than main track, not otherwise specified .....	10

**2.2 Cold Weather Speed Restrictions**

Temperature -15 degrees F or colder  
 Entire Sub.....35 MPH  
 Unless more restrictive speed in effect.

Canadian Pacific US WEST REGION Timetable NO 101  
Pierre Sub Module 24

PIERRE

**PIERRE SUBDIVISION**

**Speed - continued**

**2.3 Hot Weather Speed Restrictions**

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

**2.4 Speed Test Sections**

MP 372.0 - MP 373.0

MP 469.0 - MP 470.0

**3.0 Tabular General Bulletin Order/Track Bulletins**

**3.1 Pierre Subdivision**

Provision of Rule 6.2 apply.

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Not Applicable

**4.2 Authority**

Track Warrant Control is in use between Huron and Fort Pierre.

**4.3 Main Track Designation**

Single Main Track between Huron and Fort Pierre.

**4.4 Yard Limits**

West MP	East
MP	

	Huron (Huron Sub) .....	360.8
366.3.....	Huron	

**5.0 Equipment Restrictions and Securement Exceptions**

**Equipment Restrictions**

**5.1 Pierre**

No Clearance track 6 do not ride on cars on North side account AEI reader near track 5 switch.

**Securement Exceptions**

**5.2 Wolsey**

Minimum 2 hand brakes per cut

**5.3 Miller**

Minimum 2 hand brakes per cut

**5.4 Blunt Pass**

Minimum 2 hand brake per cut

**5.5 Pierre**

Yard - Minimum 2 hand brakes

Indian School Lead - Minimum 2 hand brakes

Pass - Minimum 3 hand brakes

**PIERRE SUBDIVISION**

**Equipment Restrictions and Securement Exceptions-- continued**

**5.6 Huron**

Short Yard - Minimum 1 hand brake

Long Yard East - Minimum 1 hand brake

Long Yard West - Minimum 1 hand brake

Main Track, MP 360.0 - MP 367.0 - (Simmons crossing, Farmland crossing and Dressed Beef crossing)

Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

**5.7 BNSF Yard**

Minimum 1 hand brake

**6.0 Movement Over Public Crossings**

**6.1 Wolsey**

When operating through the auxiliary and elevator tracks, all movements must activate automatic warning device for 20 seconds prior to occupying grade crossings.

**6.2 Wessington**

All movements on the elevator track must activate automatic warning device for 20 seconds prior to occupying Wessington Street grade crossing, MP 387.5.

**6.3 St. Lawrence**

All movements on elevator track must activate automatic warning device for 20 seconds prior to occupying Commercial Avenue grade crossing, MP 400.4.

**6.4 Highmore**

All movements through auxiliary tracks must activate automatic warning device for 20 seconds prior to occupying Highmore grade crossings.

**6.5 Huron Yard**

Eastward movements using track 1 must activate automatic crossing warning device for 20 seconds prior to occupying Dakota Avenue grade crossing.

All movements on track 9 must activate automatic crossing warning device for 20 seconds prior to occupying Lincoln Avenue grade crossing.

**7.0 Quiet Zones**

Not Applicable

## PIERRE SUBDIVISION

### 8.0 Switch and Derail Information

#### 8.1 Wolsey

East and west switch Elevator track must be left lined and locked for auxiliary track.

#### 8.2 Highmore Terminal Elevator Auxiliary Tracks

The terminal personnel will use the elevator track and auxiliary track at Highmore while loading grains cars. When cars are spotted on the auxiliary track, the derails must be left in the derailing position. The elevator track has derails installed with a locking rod that has a switch lock and a private lock. These derails must be locked in the derailing position when not in use.

#### 8.3 Harrold

The switch to the spur track at the West end of the North elevator track must be left lined and locked for the spur track.

#### 8.4 Huron

The following main track switches may be left lined and locked in either position:

- East Crossover
- East Middle Crossover
- West Middle Crossover
- West Yard Lead Switch

### 9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

#### 9.1 Trackside Warning Detector Locations

Milepost	Type of Detector	Call Back
406.7	HBD/DED	N/A
433.0	HBD/DED	N/A
461.1	HBD/DED	N/A

#### 9.2 Bad Order Set Out Tracks

Bad order cars should be spotted between the fluorescent yellow paint marks.

**Wolsey – MP 376.2** - One car east of Highway 281 on elevator track.

**Wessington – MP 387.5** - West end of elevator track East of fertilizer unloading spout.

**St. Lawrence – MP 400.4** - East end of elevator track between first crossing and no clearance sign.

**Miller – MP 402.6** -East end of elevator track 50 feet west of the derail for the next 200 ft.

**Ree Heights – MP 413.3** -Elevator track west of the crossing for the next 200 feet.

**Highmore – MP 425.2** -Just north of the sign that reads Highmore on the north track or fertilizer track between crossings.

## PIERRE SUBDIVISION

**Holabird – MP 433** - East or west of the crossing on elevator track by MP 433 crossing.

**Harrold – MP 440.2** - 100 ft. west of the crossing on house or north track.

**Blunt – MP 452.2** - East or west of east crossing 200 feet.

**Pierre – MP 480** - Indian School Lead south of Peteez Tavern or 75 feet east of Industrial road crossing for the next 200 feet.

### 10.0 Other Tracks

Not Applicable

### 11.0 General Information

#### 11.1 Blunt

The auxiliary track has two (2) farm crossings to cut when storing cars.

#### 11.2 Pierre

Do not park locomotives on walkway between depot and tool house.

**PIERRE**

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**Canadian Pacific US WEST REGION Timetable NO 101**  
**PRC Sub Module 25**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓  Distance From PRESSLER JCT	PRC SUBDIVISION STATION PAGE TRAM AREA 4	EASTWARD ↑  Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward	
2.06	01294		T	164.8	(Jct Pierre Sub) FT PIERRE	484.4		6000		488.0	2.56	
				18.8								
	01297			146.0	WENDTE	503.2						
				2.4								
	01300			143.6	ESS JC Siding JC SIDING WSS JC Siding	505.0 505.6 506.2						
				7.3								
	01303			136.3	VAN METRE	512.9						
				10.5								
	01306		W	125.8	CAPA	523.4				Down Grade		
		9.8										
01309		116.0		MIDLAND	533.2	2.39						
2.56	01315	B		89.5	PHILIP					559.7		
		24.9										
2.06	01321			64.6	QUINN	584.6				Down Grade		
		6.5										
	01324	T		58.1	ESS Wall WALL WSS Wall	590.25 591.1 591.35		6087		1.17		
Down Grade			C	13.9						630.7	Down Grade	
	01327			44.2	WASTA							605.0
				10.3								
	01330			33.9	OWANKA						615.3	2.06
				13.8								
	01333			20.1	NEW UNDERWOOD						629.1	
				11.6								
	01336			8.5	BOX ELDER						640.7	
			8.5									
		Y	YL	0.0	PRESSLER JCT (Jct Black Hills Sub)	649.2	649.1 to 649.2	YARD		2.06		

**PRC**

**PRC SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	OS Call In	Emer- gency
Road	019-019	2	*21#	911
Yard	057-057			
Engineering	082-082			

**1.2 Telephone**

Huron Operations Supervisor..... 612-851-5728  
COTD..... 612-851-5741

**PRC SUBDIVISION**

**2.0 Speed**

**2.1 Maximum Speed** **MPH**

MP 484.4 - 488.0 ..... 25  
MP 488.0 - 609.5 ..... 10  
MP 609.5 - MP 646.2 ..... 40  
MP 646.2 - 649.2 ..... 10

Through turnout of switches and tracks other than main  
track, not otherwise specified ..... 10

**2.2 Cold Weather Speed Restriction**

Temperature -15 degrees F or colder

Entire Sub..... 35 MPH

Unless more restrictive speed in effect.



**PRC**

**PRC SUBDIVISION**

**Speed – continued**

**2.3 Hot Weather Restrictions**

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

**2.4 Measured Mile Locations**

**4.0** MP 642.0 - MP 643.0

**3.0 Tabular General Bulletin Order/Track Bulletins**

**3.1 PRC Subdivision**

Provision of Rule 6.2 apply.

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Not Applicable

**4.2 Authority**

Track Warrant Control is in use between FT Pierre and Pressler Jct.

**4.3 Main Track Designation**

Single Main Track between FT Pierre and Pressler Jct.

**4.4 Yard Limits**

**North/West MP**  
**MP**

**South/East**

649.2.....Pressler Jct .....649.1  
 100.0 Pressler Jct (Black Hills Sub) .....95.0

**4.5 Interlockings**

Not Applicable

**5.0 Equipment Restrictions and Securement Exceptions**

**Equipment Restrictions**

**5.1 Fort Pierre**

Trains are restricted to 75 loads or 100 total cars west of Ft. Pierre unless otherwise authorized.

Gross Weight Limit of 263,000 pounds.

**Securement Exceptions**

No exceptions

**PRC SUBDIVISION**

**6.0 Movement Over Public Crossings**

**6.1 Wall**

All movements on the elevator track must activate automatic crossing warning device for 20 seconds prior to occupying the Fourth Street crossing located at MP 591.1.

All movements from the siding must activate automatic crossing warning device for 20 seconds prior to occupying the business loop east crossing located at MP 591.4.

**7.0 Quiet Zones**

Not Applicable

**8.0 Switch and Derail Information**

**8.1 JC Siding**

Eastbound (facing point) movements through the West Siding Switch JC Siding are prohibited unless supervised by an Engineering Department employee.

**8.2 Pressler Jct**

The following main track switches may be left lined and locked in either position:  
 Junction Switch

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

**9.1 Trackside Warning Detector Locations**

Milepost	Type of Detector	Call Back
630.7	HBD/DED	N/A
488.8	DED	N/A

**9.2 Bad Order Set Out Tracks**

Bad order cars should be spotted between the fluorescent yellow paint marks.

**Midland - MP 533.2** - East end Midland elevator track (Midwest track).

**Philip - MP 559.7** - West end DMG elevator track.

**Wall - MP 591.1** - Elevator track near 4th Avenue crossing.

**PRC SUBDIVISION****10.0 Other Tracks****10.1 FRA Excepted Track**

GCOR Rule 6.12 applies between the following locations:

MP 488.0 - MP 540.0

MP 558.0 - MP 567.0

MP 585.0 - MP 591.5

MP 596.3 - MP 609.0

**10.2 Other Tracks Not Shown as Stations**

Not applicable

**PRC SUBDIVISION****11.0 General Information****11.1 Quinn**

Spot fertilizer on east end of track

**11.2 Philip**

Do not stage trains in residential area.

Running unattended engines must be left by the elevator and car dealerships located near Highway 73.

**11.3 Cottonwood**

Do not stage westward trains at east crossing.

Stage westward trains at County Road 22, MP 571.3 only.

**PRC**

**PRC**

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**Canadian Pacific US WEST REGION Timetable NO 101**  
**Black Hills Sub Module 26**

Haulage Factors Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓	BLACK HILLS SUBDIVISION STATION PAGE TRAM AREA 4	NORTHWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Northward
				Distance From End of Track		Mile Post Location					
3.77	01432		T	0.0	(End of Main Track)	174.7	100.0 to 95.0	YARD		161.3	1.41
				1.7	BENTONITE	173.0					
				19.0							
	01430	BT		20.7	BELLE FOURCHE	154.0					Down Grade
				11.3							
	01428			32.0	ST ONGE	142.7					
				7.4							
	01426			39.4	WHITEWOOD	135.3					
				6.8							
	01424			46.2	STURGIS	128.5					
				14.8							
	01422			61.0	PIEDMONT	113.7					
				14.5							
	01337	Y		75.5	PRESSLER JCT (JCT PRC SUB)	99.2					
				2.1							
	01338	BY	W	77.6	RAPID CITY	97.1					1.37
				18.4							
	01420			96.0	HERMOSA	78.7					
				11.7							
	01418			107.7	FAIRBURN	67.0					
			C	16.4							
Down Grade				124.1	BUFFALO GAP	50.6					
	01416			7.0							
				131.1	ORAL	43.6					
				7.2							
	01412			138.3	SMITHWICK	36.4					Down Grade
				9.6							1.37
	01410			147.9	OELRICHS	26.8					Down Grade
				14.8							
	01408			162.7	WAYSIDE	12.0					
			YL	11.6			0.4	1.0 to 0.4	YARD		1.55
Down Grade	01406	JTY		174.3	DAKOTA JCT (JCT NNW RR)						

**BLACK HILLS**

**BLACK HILLS SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	OS Call In	Emer- gency
Road	019-019	1	*11#	911
Yard	057-057	1	*11#	911
Engineering	082-082	1	*11#	911

**1.2 Telephone**

Huron Operations Supervisor..... 612-851-5728  
 COTD..... 612-851-5741

**BLACK HILLS SUBDIVISION**

**2.0 Speed**

2.1 MAXIMUM SPEED	MPH
MP 173.0 – MP 168.3.....	25
MP 168.3 – MP 156.8.....	40
MP 156.8 – MP 153.1.....	25
MP 153.1 – MP 140.6.....	40
MP 140.6 – MP 100.0.....	25
MP 100.0 – MP 95.0.....	10
MP 95.0 – MP 87.5.....	40
MP 87.5 – MP 85.5.....	30
MP 85.5 – MP 73.4.....	40
MP 73.4 – MP 0.4.....	10

Canadian Pacific US WEST REGION Timetable NO 101  
Black Hills Sub Module 26

BLACK HILLS

**BLACK HILLS SUBDIVISION**

**Speed - Continued**

Through turnout of all switches and tracks other than  
Main track, not otherwise specified..... 10  
Dakota Jct., West leg of the Wye..... 5

**2.2 Cold Weather Speed Restrictions**

Temperature -0 degrees F or colder  
MP 0.0 to MP 73.4...Inspect ahead of each train, 10  
MPH  
  
Temperature -30 degrees F or colder  
MP 73.4 to MP 174.7 .....35 MPH  
Unless more restrictive speed in effect

**2.3 Hot Weather**

When ambient temperature exceeds 95 degrees F,  
speed must be reduced 10 MPH below the maximum  
authorized timetable speed. Trains need not reduce  
below 25 MPH.  
This restriction does not apply where maximum speed  
is 25 MPH or less on permanent or temporary speed  
restrictions.

MP 0.4 - MP 74.0.....Above 95 Degrees, must  
stop until permission is received from Engineering. Do  
not depart initial terminal without authority from  
Engineering.

**2.4 Speed Test Sections**

MP 92.0 - MP 93.0  
MP 107.0 - MP 108.0  
MP 152.0 - MP 153.0

**3.0 Tabular General Bulletin Order/Track  
Bulletins**

**3.1 Black Hills Subdivision**

Provisions of Rule 6.2 apply.

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Not Applicable

**4.2 Authority**

Track Warrant Control from Dakota Jct to Bentonite

**4.3 Main Track Designation**

Single Main Track between Dakota Jct to Bentonite.

**4.4 Yard Limits**

North MP	South MP
100.0.....Rapid City	95.0
1.0.....Dakota Jct	0.4

**4.5 Interlockings**

Not Applicable

**BLACK HILLS SUBDIVISION**

**5.0 Equipment Restrictions and Securement  
Exceptions**

**Equipment Restrictions**

**5.1 Rapid City to/from Dakota Jct.**

Between Rapid City and Dakota Jct. trains are  
restricted to 55 loads or 80 total cars unless otherwise  
authorized.

Gross Weight Limit of 263,000 pounds.

**Exceptions:** Cars placarded per Hazardous Materials  
Instructions are prohibited on the Black Hills  
Subdivision between MP 0.4 - MP 75.0.

**5.2 Rapid City**

Number 5 track (aka Waycar or Caboose Trk) - 4 axle  
locomotives only.

Conagra and DMG - 4 axle locomotives or one 6 axle  
locomotive only.

**5.3 Rapid City - Flat Cars**

Loaded center beam flats must be placed on the head  
end of the train out of Rapid City. They must remain in  
the head 50% of the train after making any pick-ups.

**5.4 Rapid City - GCC in Rapid City**

No Clearance: Employees are prohibited from riding on  
the side of a car at the cement plant if there are any  
cars on the adjacent track. When cars are on the  
adjacent track, moves at the cement plant must be  
protected from the ground. Concrete pylons have been  
placed near the track and building and will not clear  
man on side of car.

**5.5 Bentonite**

No Clearance: West plant on east side of box track, do  
not ride sides of cars. East plant box track and hopper  
track, do not ride sides of cars.

Low Overhead Clearance: Do not operate locomotives  
beneath the spout on the Bentonite Quick Gel Track.

**Securement Exceptions**

**5.6 Rapid City**

Yard - Minimum 3 hand brakes  
Old Milwaukee Yard - Minimum 1 hand brakes  
Cement Plant - Minimum 1 hand brake on each cut  
Runaround - Minimum 2 hand brakes  
Pete Lien - Minimum 1 hand brake

Minimum number of handbrakes on Main, Tracks 1, 2,  
3 and 4 is three handbrakes for a single given cut of  
cars, if less than three cars, all hand brakes on the cut  
must be applied. Handbrakes still must be tested for  
effectiveness in line with Air Brake and Train Handling.

**5.7 Belle Fourche**

Belle Fourche Yard - Minimum 1 hand brake

Canadian Pacific US WEST REGION Timetable NO 101  
Black Hills Sub Module 26

**BLACK HILLS SUBDIVISION**

**6.0 Movement Over Public Crossings**

**6.1 Rapid City**

On elevator track, all movements must activate automatic crossing warning device for 20 seconds prior to occupying Omaha Street grade crossing.

In the old Milwaukee yard switching tracks, all movements must activate automatic crossing warning device for 20 seconds prior to occupying East Boulevard grade crossing.

**7.0 Quiet Zones**

Not applicable

**8.0 Switch and Derail Information**

**8.1 Rapid City**

The following main track switches may be left lined and locked in either position:

North Yard Lead  
South Yard Lead

**8.2 Pressler Jct.**

The following main track switches may be left lined and locked in either position:

Junction switch.

**8.3 Dakota Jct.**

The following main track switches may be left lined and locked in either position:

East Wye Main Track switch  
Normal position of West Wye switch and  
North Wye switch is lined and locked for  
movement to/from Crawford.

**8.4 Bentonite**

A split point derail is located at MP 173.0 on the main track. Switch will be lined against movement.

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

**9.1 Trackside Warning Detector Locations**

Milepost	Type of Detector	Call Back
161.3	HBD/DED	N/A
137.5	HBD/DED	N/A

**BLACK HILLS SUBDIVISION**

**10.0 Other Tracks**

**10.1 FRA Excepted Track – Rule 6.12**

MP 0.4 to MP 73.4  
MP 173.0 to MP 174.7

**10.2 OTHER TRACKS NOT SHOWN AS STATIONS**

Station Number	Location	Mile Post	Switch at
01426	Wheeler (Industry)	134.5	North End
01430	Antelope Spur	164.0	South End

**11.0 General Information**

**11.1 Bentonite**

Watch footing along all tracks at Bentonite.

BLACK HILLS

**BLACK HILLS**

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US EAST REGION  
CONNECTING  
SUBDIVISIONS

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Canadian Pacific US EAST REGION Timetable NO 201

Tomah Sub Module 27

**TOMAH**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	TOMAH SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From River Jct West		Mile Post Location					
2.82	4792	B	C	109.8	(Jct Watertown Sub) <b>PORTAGE</b> # Three Light # Portage West	178.2 178.9 180.4		YARD 31308		183.0	2.74
					10.8						
	4793			99.0	# Lewiston East <b>LEWISTON</b> # Lewiston West	187.2 189.0 190.3		16000			
					6.1						
	4794			92.9	<b>WISCONSIN DELLS</b>	195.1					
					3.9						
	4795			89.0	# Kilbourn East <b>KILBOURN</b> # Kilbourn West	197.8 199.0 199.9		9400			
					12.0						
	4797			77.0	# Mile Creek East <b>MILE CREEK</b> # Mile Creek West	210.3 211.0 212.9		12000			
					10.2						
	4801	J T	66.8	<b>NEW LISBON</b> (Jct CN Railroad)	221.2						
				4.8							
	4802		62.0	# Camp Douglas East <b>CAMP DOUGLAS</b> # Camp Douglas West	224.0 226.0 226.9	14685					
				11.0							
	4803		51.0	# Monroe East <b>MONROE</b> # Monroe West	236.3 237.0 236.9	13619					
				3.1							
	4804		47.9	<b>TOMAH</b>	240.1						
				3.7							
	4805	J	44.2	<b>TUNNEL CITY</b> (Jct UP Railroad)	243.8						
				2.5							
	4807		41.7	(East End of 2 MT) # <b>RAYMORE</b>	246.3						
				3.3							
	4808		38.4	<b>CAMP MCCOY</b>	249.6						
				5.9							
	4811		32.5	(West End of 2 MT) # <b>SPARTA</b>	255.5						
				9.5							
	4813		23.0	# Bangor East <b>BANGOR</b> # Bangor West	263.2 265.0 265.9	13803					
				13.0							
	4815		10.0	# Medary East <b>MEDARY</b>	277.0 278.0	14906					
				2.0							
		I	8.0	# <b>GRAND CROSSING</b> (BNSF Crossing)	280.0						
				1.2							
	4817		6.8	<b>LACROSSE</b>	281.2	YARD					
			0.9								
		5.9	# <b>WEST WYE SWITCH</b> (Black River Drawbridge)	282.1							
			1.5								
	T	4.4	(Mississippi Drawbridge) # <b>BRIDGE SWITCH</b>	283.6							
			1.4								
4818	J T	3.0	# River Jct East <b>RIVER JCT</b> (Jct Marquette Sub)	284.7 285.0	18005						
			3.0								
		0.0	# CP 286 ** # <b>RIVER JCT WEST</b> (Jct River Sub)	286.3 288.0							

\*\* Denotes CP 286 Control Point located on River Jct siding.

## TOMAH SUBDIVISION

## 1.0 Radio and Telephone Information

## 1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	094-094	3	*31#	911
Portage Yard tracks	044-044			

## 1.2 Telephone

Wisconsin Dispatcher ..... 612-904-5832  
COTD ..... 612-851-5722

## 2.0 Speed

2.1 Maximum Speed	PSGR	XT	OTHER
Portage – MP 177.0 - MP 179.0 ..... 40	25	25	25
except MP 178.2 over switch ..... 20	20	20	20
(applies only until head end occupies switch)			
MP 179.0 – MP 181.0 ..... 75	60	50	
MP 181.0 – MP 192.2 ..... 79	60	50	
MP 192.2 – MP 195.0 ..... 65	55	50	
MP 195.0 – MP 195.4 ..... 55	55	50	
MP 195.4 – MP 199.6 ..... 65	55	50	
MP 199.6 – MP 215.4 ..... 79	60	50	
MP 215.4 – MP 215.8 ..... 70	60	50	
MP 215.8 – MP 227.0 ..... 79	60	50	
MP 227.0 – MP 227.6 ..... 65	55	50	
MP 227.6 – MP 242.3 ..... 79	60	50	
MP 242.3 – MP 243.0 ..... 65	50	50	
MP 243.0 – MP 243.8 ..... 35	35	35	
MP 243.8 – MP 246.4 ..... 65	60	50	
MP 246.4 – MP 255.5 NO 1 MT ..... 79	60	50	
MP 246.4 – MP 255.5 NO 2 MT ..... 79	60	50	
MP 255.5 – MP 271.5 ..... 79	60	50	
MP 271.5 – MP 277.0 ..... 70	60	50	
MP 277.0 – MP 280.0 ..... 65	55	50	
MP 280.0 – MP 281.2 ..... 40	40	40	
MP 281.2 – MP 283.3 ..... 25	25	25	
MP 283.3 – MP 283.8 ..... 25	10	10	
(XT trains consisting entirely of TOFC or COFC equipment or a combination of such equipment may increase speed to 25 MPH after engine passes through limits)			
MP 283.8 – MP 288.0 ..... 65	55	50	
Through turnout of all switches and tracks other than main track, not otherwise specified ... 10	10	10	
<b>Three Light</b> - through crossover ..... 25	25	25	
<b>Portage West</b> - through turnouts and on siding ..... 25	25	25	
<b>Lewiston</b> - through turnouts and on siding ..... 25	25	25	
<b>Kilbourn</b> - through turnouts and on siding ..... 25	25	25	
<b>Mile Creek</b> - through turnouts and on siding ..... 25	25	25	
<b>Camp Douglas</b> - through turnouts and on sdg ..... 25	25	25	

## TOMAH SUBDIVISION

	PSGR	XT	OTHER
<b>MAXIMUM SPEED</b>			
<b>Monroe</b> - through turnouts and on siding ..... 25	25	25	
<b>Tunnel City</b> - through turnout to UP ..... 25	25	25	
<b>Sparta</b> - through turnout end of NO 2 MT ..... 40	40	40	
<b>Bangor</b> - through turnouts and on siding ..... 25	25	25	
<b>Medary</b> - through turnout and on siding ..... 25	25	25	
<b>Grand Crossing</b> – through turnout to/from Medary siding ..... 25	25	25	
<b>LaCrosse</b> - on siding ..... 25	25	25	
except over yard switch MP 280.9 ..... 20	20	20	
<b>West Wye</b> - through turnout ..... 25	25	25	
<b>Bridge Switch</b> - through turnout and yard track to South leg of wye LaCrescent ..... 15	10	10	
<b>River Jct East</b> - through turnouts and on siding ..... 25	25	25	

## 2.2 Cold Weather Restrictions

Temperature -30 degrees F or colder  
Entire Sub ..... 35 35 35  
Unless more restrictive speed is in effect.

## 2.3 Hot Weather Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

## 2.4 Speed Test Sections

Not Applicable

## 3.0 Tabular General Bulletin Order/Track Bulletins

## 3.1 Tomah Subdivision

Provisions of Rule 6.2 apply.

## 4.0 Block System/Authority/Track Designation

## 4.1 Block System

Centralized Traffic Control is in use between River Jct. West and Portage.

## 4.2 Authority

Between River Jct. West and Portage – CTC Rules are in effect

**River Jct** – At La Crescent, CP trackage moves are under Rule 6.28 and ends at MP 159. Marquette Sub begins at MP 159.0 (Bluff). TWC authority needed beyond that point from Iowa Operations Supervisor.

**New Lisbon Wye** – CN Valley Sub begins at MP 0.32, Track Warrant needed beyond that point to the CN.

## **TOMAH SUBDIVISION**

### **Block System/Authority/Track Designation – continued**

#### **4.3 Main Track Designation**

Single Main Track between Portage and Raymore and between Sparta and River Jct West.

Two main tracks are in use between Sparta and Raymore. Beginning at the north, the main tracks are numbered NO 1 and NO 2.

#### **4.4 Yard Limits**

Not Applicable

#### **4.5 Interlockings**

Grand Crossing – Manual interlocking controlled by CP Wisconsin train dispatcher.

### **5.0 Equipment Restrictions and Securement Exceptions**

#### **Equipment Restrictions**

##### **5.1 Portage**

Engines left unattended on the center track or the ice track must be secured with wheel chocks. Wheel chocks located on hangers at signs indicating "Wheel Chocks". When not in use they must be hung on hangers.

##### **5.2 Tomah**

Six axle locomotives must not enter track at the electric lock at MP 240.0.

##### **5.3 Camp McCoy**

Six axle locomotives are not permitted on Camp McCoy trackage.

##### **5.4 Sparta**

Six axle locomotives are not permitted on Downtown track spur to Lake States Lumber.

##### **5.5 Bangor**

Eastward trains at Bangor East when left standing or waiting for a meet will hold back of bridge C450 at MP 263.5.

Six axle locomotives are not permitted on Webster industries track.

##### **5.6 LaCrosse**

Loaded unit trains may use yard tracks 1, 2, 3, 4 and Industrial lead track.

Restricted clearance exists between tracks 1 and 2, 2 and 3, 3 and 4, 4 and 5, 8 and 9 and 9 and 10. When cars are located on these tracks or on both tracks employees must not ride the side of car when there are cars located on the adjacent track.

## **TOMAH SUBDIVISION**

##### **5.7 River Jct.**

A minimum of 2 hand brakes are required within the yard and on the Old Siding.

##### **5.8 LaCrosse**

A minimum of 2 hand brakes are required within the yard and on La Crosse Siding.

##### **5.9 Portage**

Minimum of 3 hand brakes required for equipment on main track or siding east of Three Light, equipment left west of Three Light rule 7.6 will apply. All other tracks at Portage a minimum of 2 hand brakes required.

### **6.0 Movement Over Public Crossings**

##### **6.1 Camp Douglas**

Trains held in siding longer than for an imminent meet must cut farmers crossing at MP 226.2 and leave a minimum of 250 feet on both sides of crossing.

##### **6.2 Tomah**

When switching over Sime Avenue, crews must operate manual cutout on crossing signals to avoid excessive operation of crossing gates.

##### **6.3 Camp McCoy**

Highway 21 crossing on industrial leads will be actuated when leading end of movement enters the crossing circuit at the yellow painted insulated joints on either side of crossing. Controls for manual operation of crossing signals located in each quadrant of crossing. When button is pushed, signals will operate for 30 seconds and then stop, unless leading end of movement passes yellow insulated joints. No movement must be made onto or over crossing until signals are operating and crossing is clear of traffic or warning is provided by crew member on ground until crossing is occupied.

##### **6.4 Sparta**

State Highway 16 on downtown track is an exempt road crossing. Train or engine movements must stop before occupying road crossing and crew member must be on ground at road crossing to warn traffic until crossing is occupied.

### **7.0 Quiet Zones**

#### **Continuous Quiet Zones**

##### **7.1 LaCrosse**

Between MP 280.4 and MP 281.3 Continuous Quiet Zone covering the following road crossings:

St Cloud/Liberty	MP 280.68
Avon St./Hager	MP 281.06

## **TOMAH SUBDIVISION**

### **8.0 Switch and Derail Information**

#### **8.1 New Lisbon**

Normal position for North Wye switch is for the west leg of the wye.

#### **8.2 Electric Locks**

<b>Station</b>	<b>MP</b>	<b>Location of Switch</b>
Camp McCoy .....	250.1 .....	Camp McCoy NO 1 MT
LaCrosse .....	282.0 .....	Old Wye
Sparta .....	257.1 .....	W end former WWD trk
Tomah .....	240.4 .....	west track into Exopack
Tomah .....	239.4 .....	east track into Shops
Camp Douglas .....	227.2 .....	track into Air Base
New Lisbon .....	220.9 .....	east wye switch
Portage .....	181.4 .....	Trienda switch

### **9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

#### **9.1 Trackside Warning Detector Locations**

<b>Milepost</b>	<b>Type of Detector</b>	<b>Call Back</b>
183.0	HBD/DED	N/A
207.5	HBD/DED	N/A
231.3	HBD/DED	N/A
254.0 Both MT's	HBD/DED	N/A
269.0	HBD/DED	N/A

#### **9.2 Bad Order Set Out Tracks**

West Salem .....	Industrial Park lead track
Bangor .....	spur track
Camp McCoy .....	set out track
Oakdale .....	spur track
Lyndon Station .....	house track
Kilbourn .....	Co-op track

### **10.0 Other Tracks**

#### **10.1 Other Tracks Not Shown as Stations**

<b>Station Number</b>	<b>Location</b>	<b>Mile Post</b>	<b>Switch at</b>
4796	Lyndon	203.7	East end
4814	West Salem	271.3	Various
4609	LaCrescent	160.1	Various

#### **10.2 Portage Controlled Sidings lengths**

Portage total siding length – 31308 feet  
 Between Portage East and Portage Jct – 12653 feet  
 Between Portage Jct and Three Light – 7970 feet  
 Between Three Light and Portage West – 8190 feet

## **TOMAH SUBDIVISION**

### **11.0 General Information**

#### **11.1 Calling Of Restrictions Rule 1.47**

In compliance with Rule 1.47 Calling of Restrictions over the railroad radio the following will apply between Grand Crossing and River Jct West:

- Eastward movements will make announcements for River Jct West and West Wye Switch.
  - Westward movements will make announcements for Grand Crossing and River Jct East.
- Announcements need not be made for other stations between these two points.

#### **11.2 Portage**

Trains arriving and departing Portage must contract the footboard yardmaster for information pertaining to work to be performed and track assignments at Portage. If unable to communicate directly with the footboard yardmaster, trains may request that the Wisconsin train dispatcher or the Portage yard clerk do so and relay the information from the footboard yardmaster.

When there is no footboard yardmaster on duty trains arriving and departing Portage will contact the Wisconsin train dispatcher for information pertaining to work to be performed and track assignments at Portage.



**Canadian Pacific US EAST REGION Timetable NO 201**  
**M&P Sub Module 28**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	M&P SUBDIVISION STATION PAGE TRAM AREA 1	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Madison	# DENOTES CONTROL POINT OR MANUAL INTERLOCKING	Mile Post Location					
1.69	0589	J	6.28	0.0	(Jct WSOR Railroad) <b>MADISON</b>	30.2	YARD				1.29
			T		8.0						
	0592			8.0	<b>DE FOREST</b>	22.2					
					7.0						
	0594		W	15.0	<b>ARLINGTON</b>	15.2					
					4.2						
	0595			19.2	<b>POYNETTE</b>	11.0					
					6.8						
	0596		C	26.0	<b>COLUMBIA</b>	4.2					
					4.2						
	1792	T		30.2	# <b>PORTAGE JCT</b> (Jct Watertown Sub)	0.0					

**M&P**

## M&P SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	094-094	4	*451#	911
Madison Yard	088-088			
WSOR Madison	031-031			
WSOR Madison	069-069			

#### 1.2 Telephone

Wisconsin Dispatcher ..... 612-904-5832  
COTD ..... 612-851-5722  
WSOR ..... 414-604-5000 (ext 2-223)

### 2.0 Speed

2.1 Maximum Speed	MPH
MP 0.0 – MP 5.0 .....	25
MP 5.0 – Madison .....	10
Through turnout of all switches and tracks other than main track, not otherwise specified .....	10
Columbia – on all tracks within Columbia Power Plant .....	5

#### 2.2 Cold Weather Speed Restrictions

Not Applicable

#### 2.3 Hot Weather Speed Restrictions

Not Applicable

#### 2.4 Speed Test Sections

Not Applicable

## M&P SUBDIVISION

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Madison

WSOR trains before entering CP trackage at Madison must contact the CP Wisconsin train dispatcher to determine if any track bulletins are needed for their movement between MP 30.2 and MP 32.4. WSOR movements on CP trackage must have radio channel on AAR 94 and notify CP train dispatcher when they are clear of CP tracks.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Not Applicable

#### 4.2 Authority

Track Warrant Control is in use between Portage Jct. and Madison (MP 30.2). Rule 14.4.1 is in use on this subdivision

**Madison** – CP trains will use WSOR main tracks at Madison and be governed by WSOR timetable and rules. All movements entering WSOR tracks must obtain permission from WSOR train dispatcher and report when clear of tracks.

#### 4.3 Main Track Designation

Single Main Track between Portage Jct. and Madison

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

Not Applicable

M&amp;P

**M&P SUBDIVISION****5.0 Equipment Restrictions and Securement Exceptions****Equipment Restrictions****5.1 Portage**

Six axle locomotives are prohibited on the downtown track. Train and engine movements using downtown track are limited to a single four axle locomotive and only cars destined for industries on this track.

**5.2 Windsor**

Six axle locomotives must not be operated on tracks 1 through 7 serving Capital Warehouse.

**5.3 De Forest**

Watch for close vertical and horizontal clearance on industry track at Firestone Building Products Company.

**Securement Exceptions****5.4 Portage**

Minimum of 3 hand brakes required for equipment on main track or siding east of Three Light, equipment left west of Three Light rule 7.6 will apply. All other tracks at Portage a minimum of 2 hand brakes required.

**5.5 Columbia**

Minimum of 3 hand brakes on all equipment. After checking for effectiveness, additional cars must be secured if three handbrakes are not sufficient to prevent movement.

**5.6 De Forest**

When placing cars on the Firestone Building Products lead MP 22.2, hand brakes must be applied to every car set out.

**5.7 Madison**

Minimum of 2 hand brakes required in yard.

**M&P SUBDIVISION****6.0 Movement Over Public Crossings**

Not Applicable

**7.0 Quiet Zones**

Not Applicable

**8.0 Switch and Derail Information****8.1 Columbia**

Inside switch at north end of dumper lead must be left lined and locked for movement to track 15.

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

Not Applicable

**10.0 Other Tracks****10.1 Other Tracks Not Shown as Stations**

Station Number	Location	Mile Post	Switch at
0597	Manley	3.6	Both ends
0591	South Windsor	25.5	Both ends

**11.0 General Information**

Not Applicable

**Canadian Pacific US EAST REGION Timetable NO 201**  
**Watertown Sub Module 29**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Portage	WATERTOWN SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
2.58		B	6.28		MUSKEGO YARD (Jct C&M Sub)			YARD			
		X		90.9	# CUT OFF	87.3			CQ MP 89.5 to MP 96.6		
					1.1						
		X		89.8	# GRAND AVE	88.4					
					6.7						
3.05	4762			83.1	ELM GROVE	95.1					
					7.0						
	4766	IJ X		76.1	(CN Crossing) # DUPLAINVILLE	102.1					
					2.1						
	4768			74.0	# PEWAUKEE (West End of 2 MT)	104.2					
					8.8						
	4771			65.2	# Nashotah East # NASHOTAH # Nashotah West	112.2 113.0 114.8		12870			
					4.9						
	4772			60.3	OCONOMOWOC	117.9			CQ MP 115.7 to MP 119.83		
					3.1						
				57.2	# Cooney East # COONEY # Cooney West	119.6 121.0 121.9		11425			
					10.2						
	4774	IJ T		47.0	(UP Crossing) # WATERTOWN (East End of 2 MT)	131.2		YARD	CQ MP 129.1 to MP 131.3	137.3 Both MT's	
					9.6						
	4778			37.4	REESEVILLE	140.8					
					3.0						
		X		34.2	# TAMARACK	143.8					
					6.2						
	4781			28.2	COLUMBUS	150.0					
					3.6						
	4782			24.6	FALL RIVER	153.6					
					3.6						
	4784			21.0	(West End of 2 MT) # DODGE WEST	157.2					
					4.9						
	4785			16.1	EAST RIO	162.1					
					6.9						
	4787			9.2	# Wyocena East # WYOCENA # Wyocena West	167.9 169.0 170.7		13981			
					9.2						
				2.2	# Portage East (Jct M&P Sub)	174.4		31308			
	4789	X		1.2	# PORTAGE JCT	177.0					
					1.2						
	4792	B		0.0	PORTAGE (Jct Tomah Sub)	178.2		YARD			

**WATERTOWN**

## WATERTOWN SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	094-094	4	*41#	911
Portage Yard Dispr	094-094	3	*31#	911
Portage Yard tracks	044-044			
Mechanical	065-065			
WSOR	031-031		093	*

#### 1.2 Telephone

Wisconsin Dispatcher ..... 612-904-5832  
COTD ..... 612-851-5722  
WSOR Train Dispatcher ..... 414-604-5000

### 2.0 Speed

#### 2.1 Maximum Speed

	MPH		
	PSGR	XT	OTHER
MP 85.5 – MP 88.3 – NO 1 and NO 2 MT's ..... 40	40	40	30
Exception MP 85.5 – MP 87.3 ..... 30	30	30	30
(applies to eastward movements - head end restriction)			
MP 88.3 – MP 88.4 – NO 1 and NO 2 MT's ..... 35	35	35	35
except - NO 1 MT at MP 88.2 over North Milwaukee Spur Switch ..... 30	30	25	25
MP 88.4 – MP 90.8 ..... 35	35	35	35
(Westward trains may increase speed after engine passes through limits.)			
MP 90.8 – MP 93.9 NO 1 MT ..... 55	55	50	50
MP 93.9 – MP 98.8 NO 1 MT ..... 65	65	60	50
MP 98.8 – MP 102.0 NO 1 MT ..... 70	70	60	50
MP 102.0 – MP 102.2 Duplainville over CN crossing Both MT ..... 60	60	40	40
MP 102.2 – MP 104.2 NO 1 MT ..... 70	70	60	50
MP 90.8 – MP 93.5 NO 2 MT ..... 55	55	50	50
MP 93.5 – MP 99.8 NO 2 MT ..... 65	65	60	50
MP 99.8 – MP 102.0 NO 2 MT ..... 79	79	60	50
MP 102.2 – MP 104.2 NO 2 MT ..... 79	79	60	50
MP 104.2 – MP 109.0 ..... 79	79	60	50
MP 109.0 – MP 109.5 ..... 65	65	60	50
MP 109.5 – MP 112.0 ..... 75	75	60	50
MP 112.0 – MP 130.9 ..... 79	79	60	50
MP 130.9 – MP 131.2 ..... 30	30	30	30
MP 131.2 – MP 131.4 NO 1 MT ..... 30	30	30	30
MP 131.4 – MP 141.1 NO 1 MT ..... 60	60	50	50
MP 141.1 – MP 154.3 NO 1 MT ..... 79	79	60	50
MP 154.3 – MP 154.7 NO 1 MT ..... 65	65	60	50
MP 154.7 – MP 157.1 NO 1 MT ..... 79	79	60	50
MP 131.2 – MP 131.4 NO 2 MT ..... 30	30	30	30
MP 131.4 – MP 140.5 NO 2 MT ..... 79	79	60	50

## WATERTOWN SUBDIVISION

	MPH		
Maximum Speed	PSGR	XT	OTHER
MP 140.5 – MP 141.1 NO 2 MT ..... 65	65	60	50
MP 141.1 – MP 154.3 NO 2 MT ..... 79	79	60	50
MP 154.3 – MP 154.7 NO 2 MT ..... 65	65	60	50
MP 154.7 – MP 157.1 NO 2 MT ..... 79	79	60	50
MP 157.1 – MP 157.2 through turnout West end of 2 MT to MT ..... 65	65	60	50
MP 157.2 – MP 163.3 ..... 79	79	60	50
MP 163.3 – MP 163.9 ..... 65	65	60	50
MP 163.9 – MP 166.0 ..... 79	79	60	50
MP 166.0 – MP 167.8 ..... 65	65	60	50
MP 167.8 – MP 171.9 ..... 79	79	60	50
MP 171.9 – MP 172.3 ..... 70	70	60	50
MP 172.3 – MP 177.0 ..... 79	79	60	50
MP 177.0 – MP 179.0 ..... 40	40	25	25
except MP 178.2 over switch ..... 20	20	20	20
(applies only until head end occupies switch)			
Through turnout of all switches and tracks other than main track, not otherwise specified ... 10	10	10	10
<b>Cut Off</b> - through crossover ..... 25	25	25	25
<b>Grand Ave</b> - through crossover ..... 25	25	25	25
<b>Duplainville</b> - through crossover ..... 25	25	25	25
<b>Pewaukee</b> - through turnout NO 1 MT to MT ..... 40	40	40	40
<b>Nashotah</b> - through turnouts and on siding ..... 25	25	25	25
<b>Cooney</b> - through turnouts and on siding ..... 25	25	25	25
<b>Watertown</b> - through turnout end of NO 2 MT ..... 30	30	30	30
<b>Tamarack</b> - through crossovers ..... 45	45	40	40
<b>Wyocena</b> - through turnouts and on siding ..... 25	25	25	25
<b>Portage East</b> - through turnouts and on siding ..... 25	25	25	25
<b>Three Light</b> - through crossovers ..... 25	25	25	25
<b>Portage Jct</b> - through turnout to M&P ..... 25	25	25	25

#### 2.2 Cold Weather Restrictions

Temperature minus -30 degrees F or colder  
Entire Sub ..... 35 35 35  
unless more restrictive speed is in effect.

#### 2.3 Hot Weather Restrictions

When ambient temperature exceeds 95 degrees F,  
speed must be reduced 10 MPH below the maximum  
authorized timetable speed. Trains need not reduce  
below 25 MPH. This restriction does not apply where  
maximum speed is 25 MPH or less on permanent or  
temporary speed restrictions.

#### 2.4 Speed Test Sections

Not Applicable

## WATERTOWN SUBDIVISION

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 In compliance with Rule 15.1

WSOR trains before entering CP trackage at Watertown must contact CP Wisconsin train dispatcher to determine if any track bulletins are needed for their movement unless given a TGBO. WSOR movements on CP trackage must keep radio tuned to channel AAR 094-094 and notify the CP Wisconsin train dispatcher when they are clear of CP trackage.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Centralized Traffic Control is in use between Cut Off and Portage.

#### 4.2 Authority

Between the Cut Off and Portage, CTC rules are in effect.

Milwaukee – Movements on the North Milwaukee Spur are under the control of the Wisconsin Southern Railroad.

#### 4.3 Main Track Designation

Single main track in use between Portage and Dodge West and also between Watertown and Pewaukee.

Two main tracks are in use between Milwaukee and Pewaukee and between Watertown and Dodge West. Beginning at the North, the main tracks are NO 1 and NO 2.

#### 4.5 Interlockings

Watertown and Duplainville manual interlockings are controlled by CP Wisconsin train dispatcher.

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Portage

Six axle locomotives not allowed to move onto the old main track in a westward direction.

Engines left unattended on the center track or the ice track must be secured with wheel chocks. Wheel chocks located on hangers at signs indicating "Wheel Chocks". When not in use they must be hung on hangers.

##### 5.2 Watertown

Six axle locomotives are not permitted on north leg of wye.

##### 5.3 Oconomowoc

Six axle locomotives are not permitted on Carnation tracks.

## WATERTOWN SUBDIVISION

### 5.4 Pewaukee

Six axle locomotives are not permitted on Wepco industry tracks off on NO 2 MT.

### Securement Exceptions

#### 5.10 Portage

Minimum of 3 hand brakes required for equipment on main track or siding east of Three Light, equipment left west of Three Light rule 7.6 will apply. All other tracks at Portage a minimum of 2 hand brakes required.

### 6.0 Movement Over Public Crossings

#### 6.1 Brookfield

Within the city limits of Brookfield, it is unlawful for railroad employees to stop train, engines or cars to obstruct any highway or street crossing for a period in excess of 5 minutes, except in cases of accident, and then upon order of Brookfield police, train shall be promptly separated to clear such crossings.

### 7.0 Quiet Zones

#### Continuous Quiet Zone

**7.1 Wauwatosa** - Between MP 89.5 and MP 94.1 Continuous Quiet Zone covering the following road crossings:

63rd Street	MP 89.72
68th Street	MP 90.04
70th Street	MP 90.19
72nd Street	MP 90.31
Harwood Ave	MP 90.65
115th Street	MP 93.83

**7.2 Elm Grove** - Between MP 93.7 and MP 96.6 Continuous Quiet Zone covering the following road crossings:

Watertown Plank Road	MP 95.0
Juneau Blvd.	MP 95.36
Highland Drive	MP 96.34

**7.3 Oconomowoc** - Between MP 115.7 and MP 119.83 Continuous Quiet Zone covering the following road crossing:

Gifford Road	MP 115.95
Silver Lake Street	MP 117.75
Cross Street	MP 117.85
Main Street	MP 117.95
Worthington Street	MP 118.13
Concord Street	MP 118.3
Elm Street	MP 118.64
Reddelien Street	MP 119.58

WATERTOWN



**WATERTOWN SUBDIVISION****Quiet Zones - continued**

**7.4 Watertown** - Between MP 129.1 and MP 131.3  
Continuous Quiet Zone covering the following road crossings:

Concord Ave	MP 129.32
Humboldt Street	MP 129.47
12th Street	MP 129.95
10th Street	MP 130.07
9th Street	MP 130.10
3rd Street	MP 130.54
Milford Street	MP 130.95

**8.0 Switch and Derail Information****8.1 Electric Locks**

Station	MP	Location of switch
Watertown	130.9	UP Transfer track
Watertown	132.8	NO 2 MT to NO 2 yard trk
East Rio	161.4	East end of storage trk
East Rio	162.2	West end of storage trk
Portage Jct.	177.0	Meigs Industrial lead

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks****9.1 Trackside Warning Detector Locations**

Milepost	Type of Detector	Call Back
108.2	HBD/DED	N/A
137.3	HBD/DED	N/A
Both MT's	HBD/DED	N/A
159.9	HBD/DED	N/A

**9.2 Bad Order Set Out Tracks**

Reeseville	house track
Watertown	set out track

**10.0 Other Tracks****10.1 Portage Controlled Siding lengths**

Portage total Siding length – 31308 feet  
Between Portage East and Portage Jct. – 12653 feet  
Between Portage Jct. and Three Light – 7970 feet  
Between Three Light and Portage West – 8190 feet

**10.2 Other Tracks Not Shown as Sidings**

Station Number	Location	Mile Post	Switch
4765	Brookfield	99.4	West end
4773	Ixonia	123.6	West end
4786	Rio	164.3	East end
4783	Doylestown	159.3	East end

**WATERTOWN SUBDIVISION****11.0 General Information****11.1 Nashotah**

Westward trains taking siding must stop at the west end of underpass bridge at MP 114.6, unless proper signal indication is received or verbal permission from the control operator is given to proceed.

**11.2 Portage**

Trains arriving and departing Portage must contact the footboard yardmaster for information pertaining to work to be performed and track assignments at Portage. If unable to communicate directly with the footboard yardmaster, trains may request that the Wisconsin train dispatcher or the Portage yard clerk do so and relay the information from the footboard yardmaster.

When there is no footboard yardmaster on duty trains arriving and departing Portage will contact the Wisconsin train dispatcher for information pertaining to work to be performed and track assignments at Portage.

**Canadian Pacific US EAST REGION Timetable NO 201**

**Owatonna Sub Module 38**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	OWATONNA SUBDIVISION STATION PAGE TRAM AREA 2	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Comus		Mile Post Location					
2.56	00326	BJTY	YL	94.3	(Jct Mason City Sub) <b>MASON CITY</b>	0.0	0.0 to 1.0	YARD			2.29
			T		7.5						
		JS		86.8	<b>PLYMOUTH JCT</b> (IANR Crossing)	7.4					2.6
					0.9						
	00351			85.9	<b>PLYMOUTH</b>	8.4					
					19.9						
		J		66.0	<b>LYLE SOUTH</b> (Jct CN)	28.3				12.12	
					0.3						
4.54	00355	J	W	65.7	<b>LYLE</b> (Jct CN)	28.6					
					11.8						
	00358	B		53.9	<b>AUSTIN</b>	40.4				32.2	
					32.1						3.64
	00354	TY		51.3	<b>RAMSEY</b> (Jct Jackson Sub)	43.0 / 72.5	42.0 to 74.0	YARD			
					2.5						
	00359			48.8	<b>LANSING</b>	75.0					
					9.1						
2.42	00360		C	39.7	<b>BLOOMING PRAIRIE</b>	84.1					
					17.5						
	00361			22.2	<b>OWATONNA JCT</b> (Jct Waseca Sub)	101.6					
	<b>BETWEEN OWATONNA JCT AND OWATONNA BE GOVERNED BY WASECA SUB INSTRUCTIONS</b>										
					0.3						
	00362			21.9	(Jct Waseca Sub) <b>OWATONNA</b>	101.9					2.36
					5.9						
	00363			16.0	<b>MEDFORD</b>	107.8					
					9.1						
	00364	S	Rule 6.28	6.9	<b>FARIBAULT</b> (UP Crossing)	116.9					
					6.9						
	00385	J		0.0	<b>COMUS</b> Jct UP	123.8					

**OWATONNA**

**OWATONNA SUBDIVISION**

**1.0 Radio and Telephone**

**1.1 Radio Channels**

	AAR	Zone	OS Call In	Emer- gency
Road	044-044	2	*21#	911
IANR	085-085			
UP Dispr Spine	049-049		*81	

**OWATONNA SUBDIVISION**

**1.2 Telephone**

Missouri Operations Supervisor..... 612-851-5739  
 Marquette Operations Supervisor..... 612-851-5727  
 (1000 – 1800 M-F when notified that Iowa and  
 Missouri desks are split)  
 COTD ..... 612-851-5740  
 UP Spine Dispatcher ..... 800-726-1115  
 IANR Dispatcher ..... 800-392-3342



**OWATONNA**

## **OWATONNA SUBDIVISION**

### **2.0 Speed**

#### **2.1 Speed Restrictions**

	<b>MPH</b>
MP 0.0 - MP 1.5.....	10
MP 1.5 - MP 7.5.....	25
MP 7.5 - MP 23.5.....	40
MP 23.5 - MP 25.0.....	30
MP 26.0 - MP 28.4.....	40
MP 28.4 - MP 28.5.....	10
MP 28.5 - MP 39.0.....	40
MP 39.0 - MP 43.0.....	25
MP 72.5 - MP 101.6.....	10
MP 101.9 - MP 123.8.....	10
Through turnout of switches and tracks other than main track, not otherwise specified .....	10

#### **2.2 Cold Weather Speed Restrictions**

Temperature -15 degrees F or colder	
MP 0 to MP 7.5.....	35 MPH
MP 24.5 to MP 25.9.....	35 MPH
MP 39.3 to MP 123.8.....	35 MPH

Temperature -30 degrees F or colder  
 Entire Sub .....35 MPH  
 Unless more restrictive speed in effect

#### **2.3 Hot Weather Speed Restrictions**

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

#### **2.4 Speed Test Sections**

Not Applicable

### **3.0 Tabular General Bulletin Order/Track Bulletins**

#### **3.1 Owatonna Sub**

Provision of Rule 6.2 apply.

#### **3.2 Movements Over IANR**

CP movements destined for movement over IANR between Nora Jct. (Mason City Sub) and Plymouth Jct. are governed by IANR Timetable and Instructions. Crews must obtain IANR Bulletins prior to departing originating station.

## **OWATONNA SUBDIVISION**

### **4.0 Block System/Authority/Track Designation**

#### **4.1 Block System**

Not Applicable

#### **4.2 Authority**

Track Warrant Control is in effect between Mason City and Owatonna Jct.

#### **GCOR 6.28**

MP 101.9 - MP 123.8

#### **4.3 Main Track Designation**

Single Main Track between Mason City and Owatonna Jct.

#### **4.4 Yard Limits**

<b>West MP</b>		<b>East MP</b>
121.0	Mason City (Sheldon Sub)	
	Mason City(Mason City Sub) .....	113.5
0.0 .....	Mason City .....	1.0
74.0 .....	Ramsey.....	42.0
43.0 .....	Ramsey(Jackson Sub).....	44.8

#### **4.5 Interlockings**

**Mason City** - Automatic Interlocking

**Plymouth Jct** – Protected by Stop signs

**Faribault** – Protected by Stop signs

### **5.0 Equipment Restrictions and Securement Exceptions**

#### **Equipment Restrictions**

**5.1 Owatonna** Lakeside Canning - 4 axle locomotives only.

**5.2 Austin** - Only one 6 axle unit may be used when switching the Hormel Packing Plant.

#### **Securement Exceptions**

##### **5.3 Austin Yard**

Minimum 1 hand brake

**Canadian Pacific US EAST REGION Timetable NO 201**  
**Owatonna Sub Module 38**

**OWATONNA SUBDIVISION**

**6.0 Movement Over Public Crossings**

The following crossings require trains to stop and provide warning per GCOR Rule 6.32.2, Item 1:

Mile Post	DOT Number	Crossing
MP 103.5	380306B	CSAH34, 26 <sup>th</sup> St. NW
MP 104.4	380308P	Clinton FallsTwp., 36 <sup>th</sup> St. NW
MP 105.8	380309W	Cnty 99, 50 <sup>th</sup> St. NW
MP 107.5	380312E	Medford, 5 <sup>th</sup> Ave. SE
MP 107.8	380313L	Medford, 2 <sup>nd</sup> Ave. SE
MP 107.95	380314D	CSAH 12, East Central Ave.
MP 108.05	380315A	Medford, 1 <sup>st</sup> Ave. NE
MP 108.6	380317N	Medford Twp.,TWN 99, NW 76 <sup>th</sup> St.
MP 110.2	380319C	Cnty 53, 256 <sup>th</sup> St. E.
MP 115.98	689547Y	Faribault, MSAS 132, Highland PL.
MP 116.4	380326M	Faribault, MSAS 114, Prairie Ave.
MP 116.7	380327U	Faribault, MSAS 113, Division St.
MP 117.2	380335I	Faribault, Hwy 60 (4 <sup>th</sup> St.)

**7.0 Quiet Zones**

Not Applicable

**8.0 Switch and Derail Information**

**8.1 Ramsey**

The following main track switches may be left lined and locked in either position:  
 North, South and West wye switches.

**8.2 Owatonna Jct**

Owatonna Jct and Owatonna Jct switches to Waseca Sub shall be left lined in normal position for the Waseca Sub.

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

**9.1 Trackside Warning Detectors**

Milepost	Type of Detector	Call back
12.12	HBD/DED	N/A
32.2	HBD/DED	N/A

**OWATONNA SUBDIVISION**

**10.0 Other Tracks**

**10.1 FRA Excepted Track**

GCOR Rule 6.12 applies between MP 101.9 and MP 123.8.

**10.2 Other Tracks Not Shown as Stations**

Station Number	Location	Mile Post	Switch at
00352	Grafton	14.8	Both
Ends			
00353	Carpenter	21.3	Both
Ends			
00356	Mona-Absolute Energy	27.53	South End
		27.83	North
End			
00357	Varco	35.6	North
End			

**11.0 General Information**

**11.1 Austin - Hormel**

Only access the Hormel lead from the south and end of number 1 track. Do not access the Hormel lead from the Austin south switching lead.

**OWATONNA**

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# COMMITMENT TO SAFETY

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1. Everyone working on our Railway must understand their job and be properly trained to do it.
  2. Compliance with rules, procedures and policies are absolutely mandatory.
  3. Before we begin our work each day, everyone within the group working together must understand what is to be accomplished.
  4. We take no shortcuts.
  5. Productivity won't be put ahead of safety.
  6. We must have clear communications.
  7. People on the job have to be mentally prepared, rested and physically fit to do the job that day.
- 

**CANADIAN PACIFIC**

## **CANADIAN PACIFIC POLICE SERVICE**

24 HOUR COMMUNICATIONS CENTER

TOLL FREE NUMBERS ☎ 1-800-716-9132 (Canada and USA), 1-800-551-2553 (Canada only),  
Bell Mobility #732 or Rogers AT&T \*2277

Please call direct or through the Train Dispatcher/Operations Supervisor to report near misses  
and other incidents which affect the safe operation of the railway.



## **CANADIAN PACIFIC POLICE SERVICE**

[Police\\_communications@cppoliceservice.com](mailto:Police_communications@cppoliceservice.com)

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### **Employee and Family Assistance Program**

To contact the nearest EFAP Referral Agent please call

☎ 800-824-9892 (answered 24 hours/day)

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**INTERNET**

**CANADIAN PACIFIC RAILWAY**

<http://www.cpr.ca>

## US EAST REGION TIMETABLE NO 201

The following packet includes the Timetable pages for the following subdivisions and spurs.

Tomah	Nitrin
M&P	Ottumwa
Watertown	Laredo
C&M	Kansas City
Fox Lake	Owatonna
Elgin	Jackson
Chicago	Mason City
Rockford	Sheldon
Davenport	Marquette
Eldridge Spur	Bay

Connecting subdivisions from the US West Region Timetable NO 101

Paynesville	Merriam Park
Withrow	River
St Paul	Waseca

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# CANADIAN PACIFIC

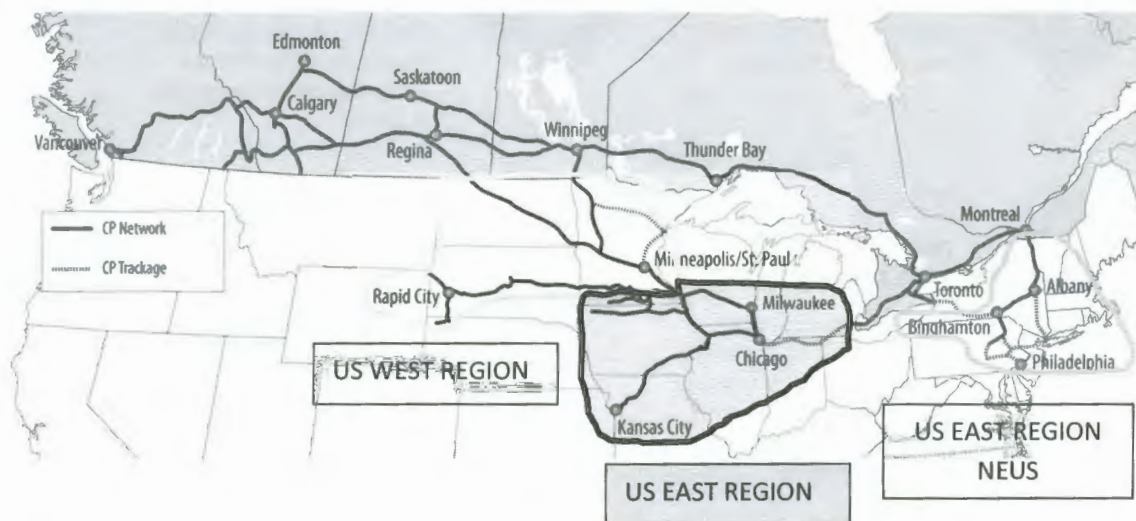
## US EAST REGION

### Timetable 201

Employees operating on the US EAST or US WEST Region's must be in possession of the timetable modules for all subdivisions they operate on.

Effective at 0001 Monday July 9, 2012

Central Standard Time



**Mike Franczak**

Executive Vice President & Chief Operations Officer

**Doug McFarlane**

Vice President US Operations

**Jerry Peck**

General Manager Operations – US East Region

**Scott Paradise**

General Manager Engineering – US East Region

# CORE BELIEFS



Understanding the "how" and the "why" of what we will each be doing in relation to the operating plan is something we are each accountable for.

The Core Beliefs directly link all our actions to the plan.



## **SERVICE**

Reliable and consistent service is our product.



## **SAFETY**

There is no job at CP that is so important that we can't take the time to do it safely.



## **PRODUCTIVITY AND EFFICIENCY**

Service is our product and the core of the plan, and therefore we must ensure that we deliver it in the most productive, efficient manner.



## **PEOPLE**

People are the most amazing part of CP. They are the single asset of the company that gets better over time. It is CP's people who make the Core Beliefs come alive.



## **GROWTH**

With the right service and the right productivity, real growth is here for CP. Embrace growth in new markets and with existing customers.

**CANADIAN  
PACIFIC**

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29 .....	Watertown .....	Portage to Milwaukee .....	WATN – 1
30 .....	C&M .....	Milwaukee to Chicago .....	CM – 1
31 .....	Fox Lake .....	Rondout to Fox Lake .....	FOLA – 1
32 .....	Elgin .....	Tower A% to Randall Road .....	ELGI – 1
33 .....	Chicago .....	Sabula Jct. to Randall Road .....	CHIC – 1
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Commitment to Safety .....	Inside Back Cover
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## US EAST OFFICERS

<b>General Manager - US EAST</b> ☎ (630) 860-4270			
<b>Superintendents</b>			
Chicago ☎ (630) 860-4156	Bensenville ☎ (630) 860-4155	Milwaukee ☎ (414) 389-3760	Davenport ☎ (563) 441-5915
Kansas City ☎ (816) 245-3110	Mason City ☎ (641) 421-1504	Binghamton ☎ (607) 771-3022	

## ENGINEERING SERVICES OFFICERS

<b>General Manager - US EAST</b> ☎ (630) 860-4969			
<b>Superintendents / Division Engineers</b>			
Quad Cities ☎ (563) 441-5913	Chicago ☎ (630) 860-4972	Mason City ☎ (641) 424-3719	Clifton Park ☎ (518) 383-7700

## MECHANICAL SERVICES

<b>Superintendent US East</b> ☎ (630) 860-4451
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## Minneapolis Operations Center

<b>General Manager Transportation - US</b> ☎ (612) 904-5837		
<b>Superintendents/Director</b>		
Sr Supt ☎ (651) 495-9519	Supt US East ☎ (612) 851-5632	Director CMC/Dispatching ☎ (612) 904-5858

<b>Chief Train Dispatcher</b>	
Chicago ☎ (612) 851-5722	
<b>Train Dispatcher</b>	
River Train Dispatcher ☎ (612) 904-5828	River Sub, Merriam Park Sub, Savage Spur, Bass Lake Spur and Duluth/Superior Terminal
Wisconsin Train Dispatcher ☎ (612) 904-5832	Watertown Sub and M&P Sub
C&M Train Dispatcher ☎ (612) 904-5830	C&M Sub, Fox Lake Sub and Waxdale Spur
Elgin Train Dispatcher ☎ (612) 904-5834	Elgin Sub

<b>Chief Train Dispatcher</b>	
Quad Cities ☎ (612) 851-5740	
<b>Operations Supervisor</b>	
Iowa Operations Supervisor ☎ (612) 851-5740	Chicago Sub, Rockford Sub, Davenport Sub, Eldridge Spur, Nitrin Sub, Marquette Sub and Bay Sub
Missouri Operations Supervisor ☎ (612) 851-5739	Ottumwa Sub, Laredo Sub, Owatonna Sub, Jackson Sub, Mason City Sub and Sheldon Sub
Marquette Operations Supervisor ☎ (612) 851-5727 (1000 -1800 hours Monday through Friday when notified the Iowa and Missouri desks are split)	Marquette Sub, Mason City Sub, Sheldon Sub, Owatonna Sub and Jackson Sub
Ottumwa Operations Supervisor ☎ (612) 904-6137 (0600 – 2200 hours Tuesday through Thursday when notified that the Missouri desk is split)	Ottumwa Sub
Kansas City (Drawbridge) Operations Supervisor ☎ (816) 245-3130	Kansas City Sub

**Canadian Pacific US EAST REGION Timetable NO 201**  
**Tomah Sub Module 27**

**TOMAH**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	TOMAH SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From River Jct West		Mile Post Location					
2.82	4792	B	C	109.8	(Jct Watertown Sub) PORTAGE # Three Light # Portage West 10.8	178.2 178.9 180.4		YARD 31308		183.0	2.74
	4793			99.0	# Lewiston East LEWISTON # Lewiston West 6.1	187.2 189.0 190.3		16000			
	4794			92.9	WISCONSIN DELLS 3.9	195.1					
	4795			89.0	# Kilbourn East KILBOURN # Kilbourn West 12.0	197.8 199.0 199.9		9400			
	4797			77.0	# Mile Creek East MILE CREEK # Mile Creek West 10.2	210.3 211.0 212.9		12000			
	4801	J T		66.8	NEW LISBON (Jct CN Railroad) 4.8	221.2					
	4802			62.0	# Camp Douglas East CAMP DOUGLAS # Camp Douglas West 11.0	224.0 226.0 226.9		14685			
	4803			51.0	# Monroe East MONROE # Monroe West 3.1	236.3 237.0 238.9		13619			
	4804			47.9	TOMAH 3.7	240.1					
	4805	J		44.2	TUNNEL CITY (Jct UP Railroad) 2.5	243.8					
	4807		41.7	(East End of 2 MT) # RAYMORE 3.3	246.3						
	4808		38.4	CAMP MCCOY 5.9	249.6						
	4811		32.5	(West End of 2 MT) # SPARTA 9.5	255.5						
	4813		23.0	# Bangor East BANGOR # Bangor West 13.0	263.2 265.0 265.9	13803					
	4815		10.0	# Medary East MEDARY 2.0	277.0 278.0	14906					
		I	8.0	# GRAND CROSSING (BNSF Crossing) 1.2	280.0	CQ MP 280.4 to MP 281.3					
	4817		6.8	LACROSSE 0.9	281.2	YARD					
			5.9	# WEST WYE SWITCH (Black River Drawbridge) 1.5	282.1						
			4.4	(Mississippi Drawbridge) # BRIDGE SWITCH 1.4	283.6						
	4818	J T	3.0	# River Jct East RIVER JCT (Jct Marquette Sub) 3.0	284.7 285.0	18005					
			0.0	# CP 286** # RIVER JCT WEST (Jct River Sub)	286.3 288.0						

\*\* Denotes CP 286 Control Point located on River Jct siding.



**Canadian Pacific US EAST REGION Timetable NO 201**  
**Tomah Sub Module 27**

**TOMAH SUBDIVISION****1.0 Radio and Telephone Information****1.1 Radio Channels**

	AAR	Zone	Dispr Call In	Emer- gency
Road	094-094	3	*31#	911
Portage Yard tracks	044-044			

**1.2 Telephone**

Wisconsin Dispatcher ..... 612-904-5832  
 COTD ..... 612-851-5722

**2.0 Speed**

	MPH		
	PSGR	XT	OTHER
<b>2.1 Maximum Speed</b>			
Portage – MP 177.0 - MP 179.0 .....	40	25	25
except MP 178.2 over switch .....	20	20	20
(applies only until head end occupies switch)			
MP 179.0 – MP 181.0 .....	75	60	50
MP 181.0 – MP 192.2 .....	79	60	50
MP 192.2 – MP 195.0 .....	65	55	50
MP 195.0 – MP 195.4 .....	55	55	50
MP 195.4 – MP 199.6 .....	65	55	50
MP 199.6 – MP 215.4 .....	79	60	50
MP 215.4 – MP 215.8 .....	70	60	50
MP 215.8 – MP 227.0 .....	79	60	50
MP 227.0 – MP 227.6 .....	65	55	50
MP 227.6 – MP 242.3 .....	79	60	50
MP 242.3 – MP 243.0 .....	65	50	50
MP 243.0 – MP 243.8 .....	35	35	35
MP 243.8 – MP 246.4 .....	65	60	50
MP 246.4 – MP 255.5 NO 1 MT .....	79	60	50
MP 246.4 – MP 255.5 NO 2 MT .....	79	60	50
MP 255.5 – MP 271.5 .....	79	60	50
MP 271.5 – MP 277.0 .....	70	60	50
MP 277.0 – MP 280.0 .....	65	55	50
MP 280.0 – MP 281.2 .....	40	40	40
MP 281.2 – MP 283.3 .....	25	25	25
MP 283.3 – MP 283.8 .....	25	10	10
(XT trains consisting entirely of TOFC or COFC equipment or a combination of such equipment may increase speed to 25 MPH after engine passes through limits)			
MP 283.8 – MP 288.0 .....	65	55	50
Through turnout of all switches and tracks other than main track, not otherwise specified ...	10	10	10
<b>Three Light</b> - through crossover .....	25	25	25
<b>Portage West</b> - through turnouts and on siding .....	25	25	25
<b>Lewiston</b> - through turnouts and on siding .....	25	25	25
<b>Kilbourn</b> - through turnouts and on siding .....	25	25	25
<b>Mile Creek</b> - through turnouts and on siding .....	25	25	25
<b>Camp Douglas</b> - through turnouts and on sdg .....	25	25	25

**TOMAH SUBDIVISION**

	MPH		
	PSGR	XT	OTHER
<b>MAXIMUM SPEED</b>			
<b>Monroe</b> - through turnouts and on siding .....	25	25	25
<b>Tunnel City</b> - through turnout to UP ..	25	25	25
<b>Sparta</b> - through turnout end of NO 2 MT .....	40	40	40
<b>Bangor</b> - through turnouts and on siding .....	25	25	25
<b>Medary</b> - through turnout and on siding .....	25	25	25
<b>Grand Crossing</b> – through turnout to/from Medary siding .....	25	25	25
<b>LaCrosse</b> - on siding .....	25	25	25
except over yard switch MP 280.9.....	20	20	20
<b>West Wye</b> - through turnout .....	25	25	25
<b>Bridge Switch</b> - through turnout and yard track to South leg of wye LaCrescent .....	15	10	10
<b>River Jct East</b> - through turnouts and on siding .....	25	25	25

**2.2 Cold Weather Restrictions**

Temperature -30 degrees F or colder  
 Entire Sub ..... 35 35 35  
 Unless more restrictive speed is in effect.

**2.3 Hot Weather Restrictions**

When ambient temperature exceeds 95 degrees F,  
 speed must be reduced 10 MPH below the maximum  
 authorized timetable speed. Trains need not reduce  
 below 25 MPH. This restriction does not apply where  
 maximum speed is 25 MPH or less on permanent or  
 temporary speed restrictions.

**2.4 Speed Test Sections**

Not Applicable

**3.0 Tabular General Bulletin Order/Track  
Bulletins****3.1 Tomah Subdivision**

Provisions of Rule 6.2 apply.

**4.0 Block System/Authority/Track Designation****4.1 Block System**

Centralized Traffic Control is in use between River Jct.  
 West and Portage.

**4.2 Authority**

Between River Jct. West and Portage – CTC Rules are  
 in effect

**River Jct** – At La Crescent, CP trackage moves are  
 under Rule 6.28 and ends at MP 159. Marquette Sub  
 begins at MP 159.0 (Bluff). TWC authority needed  
 beyond that point from Iowa Operations Supervisor.

**New Lisbon Wye** – CN Valley Sub begins at MP 0.32,  
 Track Warrant needed beyond that point to the CN.

## TOMAH SUBDIVISION

### Block System/Authority/Track Designation – continued

#### 4.3 Main Track Designation

Single Main Track between Portage and Raymore and between Sparta and River Jct West.

Two main tracks are in use between Sparta and Raymore. Beginning at the north, the main tracks are numbered NO 1 and NO 2.

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

Grand Crossing – Manual interlocking controlled by CP Wisconsin train dispatcher.

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Portage

Engines left unattended on the center track or the ice track must be secured with wheel chocks. Wheel chocks located on hangers at signs indicating "Wheel Chocks". When not in use they must be hung on hangers.

##### 5.2 Tomah

Six axle locomotives must not enter track at the electric lock at MP 240.0.

##### 5.3 Camp McCoy

Six axle locomotives are not permitted on Camp McCoy trackage.

##### 5.4 Sparta

Six axle locomotives are not permitted on Downtown track spur to Lake States Lumber.

##### 5.5 Bangor

Eastward trains at Bangor East when left standing or waiting for a meet will hold back of bridge C450 at MP 263.5.

Six axle locomotives are not permitted on Webster industries track.

##### 5.6 LaCrosse

Loaded unit trains may use yard tracks 1, 2, 3, 4 and Industrial lead track.

Restricted clearance exists between tracks 1 and 2, 2 and 3, 3 and 4, 4 and 5, 8 and 9 and 9 and 10. When cars are located on these tracks or on both tracks employees must not ride the side of car when there are cars located on the adjacent track.

## TOMAH SUBDIVISION

##### 5.7 River Jct.

A minimum of 2 hand brakes are required within the yard and on the Old Siding.

##### 5.8 LaCrosse

A minimum of 2 hand brakes are required within the yard and on La Crosse Siding.

##### 5.9 Portage

Minimum of 3 hand brakes required for equipment on main track or siding east of Three Light, equipment left west of Three Light rule 7.6 will apply. All other tracks at Portage a minimum of 2 hand brakes required.

### 6.0 Movement Over Public Crossings

##### 6.1 Camp Douglas

Trains held in siding longer than for an imminent meet must cut farmers crossing at MP 226.2 and leave a minimum of 250 feet on both sides of crossing.

##### 6.2 Tomah

When switching over Sime Avenue, crews must operate manual cutout on crossing signals to avoid excessive operation of crossing gates.

##### 6.3 Camp McCoy

Highway 21 crossing on industrial leads will be actuated when leading end of movement enters the crossing circuit at the yellow painted insulated joints on either side of crossing. Controls for manual operation of crossing signals located in each quadrant of crossing. When button is pushed, signals will operate for 30 seconds and then stop, unless leading end of movement passes yellow insulated joints. No movement must be made onto or over crossing until signals are operating and crossing is clear of traffic or warning is provided by crew member on ground until crossing is occupied.

##### 6.4 Sparta

State Highway 16 on downtown track is an exempt road crossing. Train or engine movements must stop before occupying road crossing and crew member must be on ground at road crossing to warn traffic until crossing is occupied.

### 7.0 Quiet Zones

#### Continuous Quiet Zones

##### 7.1 LaCrosse

Between MP 280.4 and MP 281.3 Continuous Quiet Zone covering the following road crossings:

St Cloud/Liberty	MP 280.68
Avon St./Hager	MP 281.06



**TOMAH SUBDIVISION****8.0 Switch and Derail Information****8.1 New Lisbon**

Normal position for North Wye switch is for the west leg of the wye.

**8.2 Electric Locks**

Station	MP	Location of Switch
Camp McCoy .....	250.1 .....	Camp McCoy NO 1 MT
LaCrosse .....	282.0 .....	Old Wye
Sparta .....	257.1 .....	W end former WWD trk
Tomah .....	240.4 .....	west track into Exopack
Tomah .....	239.4 .....	east track into Shops
Camp Douglas .....	227.2 .....	track into Air Base
New Lisbon .....	220.9 .....	east wye switch
Portage .....	181.4 .....	Trienda switch

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks****9.1 Trackside Warning Detector Locations**

Milepost	Type of Detector	Call Back
183.0	HBD/DED	N/A
207.5	HBD/DED	N/A
231.3	HBD/DED	N/A
254.0 Both MT's	HBD/DED	N/A
269.0	HBD/DED	N/A

**9.2 Bad Order Set Out Tracks**

West Salem .....	Industrial Park lead track
Bangor .....	spur track
Camp McCoy .....	set out track
Oakdale .....	spur track
Lyndon Station .....	house track
Kilbourn .....	Co-op track

**TOMAH SUBDIVISION****10.0 Other Tracks****10.1 Other Tracks Not Shown as Stations**

Station Number	Location	Mile Post	Switch at
4796	Lyndon	203.7	East end
4814	West Salem	271.3	Various
4609	LaCrescent	160.1	Various

**10.2 Portage Controlled Sidings lengths**

Portage total siding length – 31308 feet  
 Between Portage East and Portage Jct – 12653 feet  
 Between Portage Jct and Three Light – 7970 feet  
 Between Three Light and Portage West – 8190 feet

**11.0 General Information****11.1 Calling Of Restrictions Rule 1.47**

In compliance with Rule 1.47 Calling of Restrictions over the railroad radio the following will apply between Grand Crossing and River Jct West:

- Eastward movements will make announcements for River Jct West and West Wye Switch.
- Westward movements will make announcements for Grand Crossing and River Jct East.

Announcements need not be made for other stations between these two points.

**11.2 Portage**

Trains arriving and departing Portage must contract the footboard yardmaster for information pertaining to work to be performed and track assignments at Portage. If unable to communicate directly with the footboard yardmaster, trains may request that the Wisconsin train dispatcher or the Portage yard clerk do so and relay the information from the footboard yardmaster.

When there is no footboard yardmaster on duty trains arriving and departing Portage will contact the Wisconsin train dispatcher for information pertaining to work to be performed and track assignments at Portage.

**Canadian Pacific US EAST REGION Timetable NO 201**  
**M&P Sub Module 28**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	M&P SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Madison		Mile Post Location					
1.69	0589	J	6.28	0.0	(Jct WSOR Railroad) <b>MADISON</b>	30.2	YARD				1.29
			T		8.0						
	0592			8.0	<b>DE FOREST</b>	22.2					
					7.0						
	0594			15.0	<b>ARLINGTON</b>	15.2					
			W		4.2						
	0595			19.2	<b>POYNETTE</b>	11.0					
					6.8						
	0596			26.0	<b>COLUMBIA</b>	4.2					
					4.2						
	4792	T	C	30.2	# <b>PORTAGE JCT</b> (Jct Watertown Sub)	0.0					

**M&P**

## M&P SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	094-094	4	*451#	911
Madison Yard	088-088			
WSOR Madison	031-031			
WSOR Madison	069-069			

#### 1.2 Telephone

Wisconsin Dispatcher ..... 612-904-5832  
 COTD ..... 612-851-5722  
 WSOR ..... 414-604-5000 (ext 2-223)

### 2.0 Speed

2.1 Maximum Speed	MPH
MP 0.0 – MP 5.0 .....	25
MP 5.0 – Madison .....	10
Through turnout of all switches and tracks other than main track, not otherwise specified .....	10
Columbia – on all tracks within Columbia Power Plant .....	5

#### 2.2 Cold Weather Speed Restrictions

Not Applicable

#### 2.3 Hot Weather Speed Restrictions

Not Applicable

#### 2.4 Speed Test Sections

Not Applicable

## M&P SUBDIVISION

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Madison

WSOR trains before entering CP trackage at Madison must contact the CP Wisconsin train dispatcher to determine if any track bulletins are needed for their movement between MP 30.2 and MP 32.4. WSOR movements on CP trackage must have radio channel on AAR 94 and notify CP train dispatcher when they are clear of CP tracks.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Not Applicable

#### 4.2 Authority

Track Warrant Control is in use between Portage Jct. and Madison (MP 30.2). Rule 14.4.1 is in use on this subdivision

**Madison** – CP trains will use WSOR main tracks at Madison and be governed by WSOR timetable and rules. All movements entering WSOR tracks must obtain permission from WSOR train dispatcher and report when clear of tracks.

#### 4.3 Main Track Designation

Single Main Track between Portage Jct. and Madison

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

Not Applicable

M&P

## M&P SUBDIVISION

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Portage

Six axle locomotives are prohibited on the downtown track. Train and engine movements using downtown track are limited to a single four axle locomotive and only cars destined for industries on this track.

##### 5.2 Windsor

Six axle locomotives must not be operated on tracks 1 through 7 serving Capital Warehouse.

##### 5.3 De Forest

Watch for close vertical and horizontal clearance on industry track at Firestone Building Products Company.

#### Securement Exceptions

##### 5.4 Portage

Minimum of 3 hand brakes required for equipment on main track or siding east of Three Light, equipment left west of Three Light rule 7.6 will apply. All other tracks at Portage a minimum of 2 hand brakes required.

##### 5.5 Columbia

Minimum of 3 hand brakes on all equipment. After checking for effectiveness, additional cars must be secured if three handbrakes are not sufficient to prevent movement.

##### 5.6 De Forest

When placing cars on the Firestone Building Products lead MP 22.2, hand brakes must be applied to every car set out.

##### 5.7 Madison

Minimum of 2 hand brakes required in yard.

## M&P SUBDIVISION

### 6.0 Movement Over Public Crossings

Not Applicable

### 7.0 Quiet Zones

Not Applicable

### 8.0 Switch and Derail Information

#### 8.1 Columbia

Inside switch at north end of dumper lead must be left lined and locked for movement to track 15.

### 9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

Not Applicable

### 10.0 Other Tracks

#### 10.1 Other Tracks Not Shown as Stations

Station Number	Location	Mile Post	Switch at
0597	Manley	3.6	Both ends
0591	South Windsor	25.5	Both ends

### 11.0 General Information

Not Applicable

**Canadian Pacific US EAST REGION Timetable NO 201  
Watertown Sub Module 29**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Portage	WATERTOWN SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
2.58		B	6.28		MUSKEGO YARD (Jct C&M Sub)						
		X		90.9	# CUT OFF	87.3					
		X		89.8	# GRAND AVE	88.4					
	4762			83.1	ELM GROVE	95.1					
3.05	4766	IJ X	C	76.1	(CN Crossing) # DUPLAINVILLE	102.1					
	4768			74.0	# PEWAUKEE (West End of 2 MT)	104.2					
	4771			65.2	# Nashotah East NASHOTAH # Nashotah West	112.2 113.0 114.8		12870			
	4772			60.3	OCONOMOWOC	117.9					
				57.2	# Cooney East COONEY # Cooney West	119.6 121.0 121.9		11425			
	4774	IJ T		47.0	(UP Crossing) # WATERTOWN (East End of 2 MT)	131.2		YARD			
	4778			37.4	REESEVILLE	140.8					
		X		34.2	# TAMARACK	143.8					
	4781			28.2	COLUMBUS	150.0					
	4782			24.6	FALL RIVER	153.6					
	4784			21.0	(West End of 2 MT) # DODGE WEST	157.2					
	4785			16.1	EAST RIO	162.1					
	4787			9.2	# Wyocena East WYOCENA # Wyocena West	167.9 169.0 170.7		13981			
	4789	X		2.2	# Portage East (Jct M&P Sub)	174.4		31308			
	4792	B		1.2	# PORTAGE JCT	177.0					
				0.0	PORTAGE (Jct Tomah Sub)	178.2		YARD			
			T								
			C								

**WATERTOWN**

**Canadian Pacific US EAST REGION Timetable NO 201**  
**Watertown Sub Module 29**

**WATERTOWN**

**WATERTOWN SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	Dispr Call In	Emer- gency
Road	094-094	4	*41#	911
Portage Yard Dispr	094-094	3	*31#	911
Portage Yard tracks	044-044			
Mechanical	065-065			
WSOR	031-031		093	*

**1.2 Telephone**

Wisconsin Dispatcher ..... 612-904-5832  
 COTD ..... 612-851-5722  
 WSOR Train Dispatcher ..... 414-604-5000

**2.0 Speed**

	MPH		
	PSGR	XT	OTHER
<b>2.1 Maximum Speed</b>			
MP 85.5 – MP 88.3 – NO 1 and NO 2 MT's .....	40	40	30
Exception MP 85.5 – MP 87.3 .....	30	30	30
(applies to eastward movements - head end restriction)			
MP 88.3 – MP 88.4 – NO 1 and NO 2 MT's .....	35	35	35
except - NO 1 MT at MP 88.2 over North Milwaukee Spur Switch .....	30	25	25
MP 88.4 – MP 90.8 .....	35	35	35
(Westward trains may increase speed after engine passes through limits.)			
MP 90.8 – MP 93.9 NO 1 MT .....	55	50	50
MP 93.9 – MP 98.8 NO 1 MT .....	65	60	50
MP 98.8 – MP 102.0 NO 1 MT .....	70	60	50
MP 102.0 – MP 102.2 Duplainville over CN crossing Both MT .....	60	40	40
MP 102.2 – MP 104.2 NO 1 MT .....	70	60	50
MP 90.8 – MP 93.5 NO 2 MT .....	55	50	50
MP 93.5 – MP 99.8 NO 2 MT .....	65	60	50
MP 99.8 – MP 102.0 NO 2 MT .....	79	60	50
MP 102.2 – MP 104.2 NO 2 MT .....	79	60	50
MP 104.2 – MP 109.0 .....	79	60	50
MP 109.0 – MP 109.5 .....	65	60	50
MP 109.5 – MP 112.0 .....	75	60	50
MP 112.0 – MP 130.9 .....	79	60	50
MP 130.9 – MP 131.2 .....	30	30	30
MP 131.2 – MP 131.4 NO 1 MT .....	30	30	30
MP 131.4 – MP 141.1 NO 1 MT .....	60	60	50
MP 141.1 – MP 154.3 NO 1 MT .....	79	60	50
MP 154.3 – MP 154.7 NO 1 MT .....	65	60	50
MP 154.7 – MP 157.1 NO 1 MT .....	79	60	50
MP 131.2 – MP 131.4 NO 2 MT .....	30	30	30
MP 131.4 – MP 140.5 NO 2 MT .....	79	60	50

**WATERTOWN SUBDIVISION**

	MPH		
	PSGR	XT	OTHER
<b>Maximum Speed</b>			
MP 140.5 – MP 141.1 NO 2 MT .....	65	60	50
MP 141.1 – MP 154.3 NO 2 MT .....	79	60	50
MP 154.3 – MP 154.7 NO 2 MT .....	65	60	50
MP 154.7 – MP 157.1 NO 2 MT .....	79	60	50
MP 157.1 – MP 157.2 through turnout West end of 2 MT to MT .....	65	60	50
MP 157.2 – MP 163.3 .....	79	60	50
MP 163.3 – MP 163.9 .....	65	60	50
MP 163.9 – MP 166.0 .....	79	60	50
MP 166.0 – MP 167.8 .....	65	60	50
MP 167.8 – MP 171.9 .....	79	60	50
MP 171.9 – MP 172.3 .....	70	60	50
MP 172.3 – MP 177.0 .....	79	60	50
MP 177.0 – MP 179.0 .....	40	25	25
except MP 178.2 over switch .....	20	20	20
(applies only until head end occupies switch)			
Through turnout of all switches and tracks other than main track, not otherwise specified ...	10	10	10
<b>Cut Off</b> - through crossover .....	25	25	25
<b>Grand Ave</b> - through crossover .....	25	25	25
<b>Duplainville</b> - through crossover .....	25	25	25
<b>Pewaukee</b> - through turnout NO 1 MT to MT .....	40	40	40
<b>Nashotah</b> - through turnouts and on siding .....	25	25	25
<b>Cooney</b> - through turnouts and on siding .....	25	25	25
<b>Watertown</b> - through turnout end of NO 2 MT .....	30	30	30
<b>Tamarack</b> - through crossovers .....	45	40	40
<b>Wyocena</b> - through turnouts and on siding .....	25	25	25
<b>Portage East</b> - through turnouts and on siding .....	25	25	25
<b>Three Light</b> - through crossovers ....	25	25	25
<b>Portage Jct</b> -through turnout to M&P. ....	25	25	25

**2.2 Cold Weather Restrictions**

Temperature minus -30 degrees F or colder  
 Entire Sub ..... 35 35 35  
 unless more restrictive speed is in effect.

**2.3 Hot Weather Restrictions**

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

**2.4 Speed Test Sections**

Not Applicable

## WATERTOWN SUBDIVISION

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 In compliance with Rule 15.1

WSOR trains before entering CP trackage at Watertown must contact CP Wisconsin train dispatcher to determine if any track bulletins are needed for their movement unless given a TGBO. WSOR movements on CP trackage must keep radio tuned to channel AAR 094-094 and notify the CP Wisconsin train dispatcher when they are clear of CP trackage.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Centralized Traffic Control is in use between Cut Off and Portage.

#### 4.2 Authority

Between the Cut Off and Portage, CTC rules are in effect.

Milwaukee – Movements on the North Milwaukee Spur are under the control of the Wisconsin Southern Railroad.

#### 4.3 Main Track Designation

Single main track in use between Portage and Dodge West and also between Watertown and Pewaukee.

Two main tracks are in use between Milwaukee and Pewaukee and between Watertown and Dodge West. Beginning at the North, the main tracks are NO 1 and NO 2.

#### 4.5 Interlockings

Watertown and Duplainville manual interlockings are controlled by CP Wisconsin train dispatcher.

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Portage

Six axle locomotives not allowed to move onto the old main track in a westward direction.

Engines left unattended on the center track or the ice track must be secured with wheel chocks. Wheel chocks located on hangers at signs indicating "Wheel Chocks". When not in use they must be hung on hangers.

##### 5.2 Watertown

Six axle locomotives are not permitted on north leg of wye.

##### 5.3 Oconomowoc

Six axle locomotives are not permitted on Carnation tracks.

## WATERTOWN SUBDIVISION

### 5.4 Pewaukee

Six axle locomotives are not permitted on Wepco industry tracks off on NO 2 MT.

### Securement Exceptions

#### 5.10 Portage

Minimum of 3 hand brakes required for equipment on main track or siding east of Three Light, equipment left west of Three Light rule 7.6 will apply. All other tracks at Portage a minimum of 2 hand brakes required.

### 6.0 Movement Over Public Crossings

#### 6.1 Brookfield

Within the city limits of Brookfield, it is unlawful for railroad employees to stop train, engines or cars to obstruct any highway or street crossing for a period in excess of 5 minutes, except in cases of accident, and then upon order of Brookfield police, train shall be promptly separated to clear such crossings.

### 7.0 Quiet Zones

#### Continuous Quiet Zone

**7.1 Wauwatosa** - Between MP 89.5 and MP 94.1 Continuous Quiet Zone covering the following road crossings:

63rd Street	MP 89.72
68th Street	MP 90.04
70th Street	MP 90.19
72nd Street	MP 90.31
Harwood Ave	MP 90.65
115th Street	MP 93.83

**7.2 Elm Grove** - Between MP 93.7 and MP 96.6 Continuous Quiet Zone covering the following road crossings:

Watertown Plank Road	MP 95.0
Juneau Blvd.	MP 95.36
Highland Drive	MP 96.34

**7.3 Oconomowoc** - Between MP 115.7 and MP 119.83 Continuous Quiet Zone covering the following road crossing:

Gifford Road	MP 115.95
Silver Lake Street	MP 117.75
Cross Street	MP 117.85
Main Street	MP 117.95
Worthington Street	MP 118.13
Concord Street	MP 118.3
Elm Street	MP 118.64
Reddellen Street	MP 119.58

WATERTOWN



## **WATERTOWN SUBDIVISION**

### **Quiet Zones - continued**

**7.4 Watertown** - Between MP 129.1 and MP 131.3  
Continuous Quiet Zone covering the following road crossings:

Concord Ave	MP 129.32
Humboldt Street	MP 129.47
12th Street	MP 129.95
10th Street	MP 130.07
9th Street	MP 130.10
3rd Street	MP 130.54
Milford Street	MP 130.95

### **8.0 Switch and Derail Information**

#### **8.1 Electric Locks**

Station	MP	Location of switch
Watertown	130.9	UP Transfer track
Watertown	132.8	NO 2 MT to NO 2 yard trk
East Rio	161.4	East end of storage trk
East Rio	162.2	West end of storage trk
Portage Jct.	177.0	Meigs Industrial lead

### **9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

#### **9.1 Trackside Warning Detector Locations**

Milepost	Type of Detector	Call Back
108.2	HBD/DED	N/A
137.3 Both MT's	HBD/DED	N/A
159.9	HBD/DED	N/A

#### **9.2 Bad Order Set Out Tracks**

Reeseville	house track
Watertown	set out track

## **WATERTOWN SUBDIVISION**

### **10.0 Other Tracks**

#### **10.1 Portage Controlled Siding lengths**

Portage total Siding length – 31308 feet  
Between Portage East and Portage Jct. – 12653 feet  
Between Portage Jct. and Three Light – 7970 feet  
Between Three Light and Portage West – 8190 feet

#### **10.2 Other Tracks Not Shown as Sidings**

Station Number	Location	Mile Post	Switch
4765	Brookfield	99.4	West end
4773	Ixonia	123.6	West end
4786	Rio	164.3	East end
4783	Doylestown	159.3	East end

### **11.0 General Information**

#### **11.1 Nashotah**

Westward trains taking siding must stop at the west end of underpass bridge at MP 114.6, unless proper signal indication is received or verbal permission from the control operator is given to proceed.

#### **11.2 Portage**

Trains arriving and departing Portage must contract the footboard yardmaster for information pertaining to work to be performed and track assignments at Portage. If unable to communicate directly with the footboard yardmaster, trains may request that the Wisconsin train dispatcher or the Portage yard clerk do so and relay the information from the footboard yardmaster.

When there is no footboard yardmaster on duty trains arriving and departing Portage will contact the Wisconsin train dispatcher for information pertaining to work to be performed and track assignments at Portage.



**Canadian Pacific US EAST REGION Timetable NO 201**  
**C&M Sub Module 30**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Cut Off	C&M SUBDIVISION STATION PAGE TRAM AREA 2 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
3.8	4705	B I X	C	87.3	(Chicago Union Station) # CHICAGO	0.0			CQ MP 0.0 ↑		3.84
					2.9						
	4707	B I J X		84.4	(UP Crossing) # TOWER A 2 WESTERN AVE	2.9					
					0.2						
		X		84.2	TOWER A 3	3.1					
					1.0						
				83.2	TOWER A 4 (No 1 MT)	4.1					
					1.3						
		BITX		81.9	(West End of 3 MT) (East End of 2 MT) # TOWER A 5 (Jct Elgin Sub)	5.4					
	4711			80.9	HEALY	6.4					
				1.6							
	4713	I	T	79.3	# GRAYLAND (UP Crossing)	8.0 8.2			↓ MP 32.5 Except Rockland Road MP 32.25		
					0.9						
	4716	X I		78.4	# MAYFAIR (UP Crossing)	8.9 9.0					
					1.3						
	4717			77.1	FOREST GLEN	10.2					
					1.4						
	4719			75.7	EDGEBROOK	11.6					
					2.7						
	4722	X		73.0	# Morton Grove East MORTON GROVE	14.2 14.3					
					1.9						
	4723		C	71.1	GOLF	16.2					
					1.2						
	4724			69.9	GLENVIEW	17.4					
					1.5						
				68.4	NORTH GLENVIEW	18.9					
					1.6						
	SEE INSET C&M SUB FOR CONNECTION TO ELGIN SUB VIA LP										
		X		66.8	# TOWER A 20	20.5					
					0.6						
	4732		C	66.2	NORTHBROOK	21.1					
					1.9						
				64.3	LAKE COOK ROAD	23.0					
					1.2						
	4733	X		63.1	DEERFIELD	24.2					
					# Deerfield West	24.5					
					4.1						
	4734			59.0	# Lake Forest East LAKE FOREST	27.8 28.3					
					4.0						
	4740	B X I	T	55.0	(Jct Fox Lake Sub) # RONDOUT (CN Crossing)	32.3					
					# Abbott Park NO 2 MT	33.8		E 7041 W 9767			
					# Abbott Park NO 1 MT	34.3					
					10.6						
	4744	X		44.4	# WADSWORTH	42.9		W 7149			
					# Wadsworth West NO 1 MT	44.6					
					7.4						
				37.0	# WEPCO	50.3					
					2.3						
		C		Continued next page							

**C&M**

**Canadian Pacific US EAST REGION Timetable NO 201**  
**C&M Sub Module 30**

**C&M**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	<b>C&amp;M CONTINUED SUBDIVISION STATION PAGE TRAM AREA 2</b> # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Cut Off		Mile Post Location					
3.92	4746		C	34.7	TRUEDELL	52.6				57.6 Both MT's	2.71
					9.2						
	4752	B T X		25.5	(Jct Waxdale Spur) # STURTEVANT (Amtrak Station)	61.8 63.0					
	4755		T	17.9	7.6 CALEDONIA	69.4					
		X		17.1	0.8 # OAKWOOD	70.2					
	4758	X		9.4	7.7 # Lake East NO 2 MT # LAKE	76.9 77.9		E 7230		72.7 Both MT's	
			C	8.9	0.5 MILWAUKEE AIRPORT	78.4					
		X		3.9	5.0 # K K BRIDGE (Muskego Yard)	83.4		YARD	CQ MP 80.2 to MP 80.8		
				2.2	1.7 # MENOMONEE	85.1					
			ABS	1.9	0.3 # MILWAUKEE	85.4				CQ MP 85.18 to MP 85.68	
	4760	B I X		0.0	1.9 (Muskego Yard) # CUT OFF (Jct Watertown Sub)	87.3					
		X									

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	INSET C&M SUBDIVISION STATION PAGE TRAM AREA 2	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Cut Off	# DENOTES CONTROL POINT OR MANUAL INTERLOCKING	Mile Post Location					
N/A	4545	B I X	C T C	13.6	(Jct Elgin Sub) # TOWER B17	17.0 B 0.0			PQ		N/A
		I J		11.1	2.5 # BRYN MAWR (Jct UP Railroad)	B 2.5			MP B 0.0 to MP B 2.5		
	BETWEEN SHERMER AND BRYN MAWR BE GOVERNED BY UP CORA SECTION										
	4728	I J	C T C	1.0	(Jct UP Railroad) # SHERMER	T 1.0			CQ		
		X		0.0	1.0 # TOWER A 20 (Jct C&M Sub)	T 0.0 20.5			MP T 1.0 to MP T 0.0		

**Canadian Pacific US EAST REGION Timetable NO 201**  
**C&M Sub Module 30**

**C&M SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	Dispr Call In	Emer- gency
Road	044-044	5	*51#	911
Tower B17	094-094	7	*71#	911
Mech Milwaukee	065-065			
Bensenville Yard	088-088			
Muskego Yard	088-088			
UP Milw Sub	025-025		*47	
UP Deval	025-025		508	
CP UP CY Tower	044-025		517	

**1.2 Telephone**

C&M Dispatcher ..... 612-904-5830  
 COTD ..... 612-851-5722

**2.0 Speed**

	MPH		
	PSGR	XT	OTHER
Canal Street, Chicago .....	15	15	15
Tower A 2/Western Ave - MP 5.4 .....	60	40	40
except through Tower A 2/Western Ave. interlocking between MP 2.8 second absolute signal bridge governing westward movements over UP crossing to MP 3.1 absolute signals governing eastward movements .....	20	20	20
Tower A5, NOs. 1, 2 and 3 MT between C&M and Elgin Subs .....	15	15	15
All other wye tracks .....	10	10	10
Grayland and Mayfair over UP Crossings .....	60	40	40
MP 5.4 and MP 32.3 (Rondout) .....	79	60	40
Rondout, over EJE crossing .....	79	50	40
MP 32.3 (Rondout) – MP 80.3 NO 1 and NO 2 MT's .....	79	60	50
MP 80.3 – MP 83.3 NO 1 and NO 2 MT's .....	70	60	50
MP 83.3 – MP 84.5 over KK Bridge to east end of Florida St. Curve .....	40	25	25
MP 84.5 – MP 84.9 east end of Florida St. Curve and Menomonee ....	30	25	25
MP 84.9 – MP 85.5 Milwaukee depot – through interlocking and on depot tracks .....	15	10	10
MP 85.5 – MP 88.3 – NO 1 and NO 2 MT's .....	40	40	30
Exception MP 85.5 – MP 87.3 .....	30	30	30
(applies to eastward movements - head end restriction)			
Between Tower A 20 and Shermer ....	25	25	25

**C&M SUBDIVISION**

	MPH		
	PSGR	XT	OTHER
<b>MAXIMUM SPEED</b>			
Between Irving Park Road and Bryn Mawr .....	25	25	25
Between Irving Park Road and Tower B 17 .....	10	10	10
Through turnout of all switches and tracks other than main track, not otherwise specified ....	10	10	10
<b>Tower A 5</b> - through first crossover west of Cortland St. between NO 1 MT and NO 2 MT .....	10	10	10
<b>Tower A 5</b> - through second crossover west of Cortland St. between NO 1 MT and NO 2 MT .....	25	25	25
<b>Mayfair</b> - through crossovers .....	40	40	40
<b>Morton Grove</b> - through crossovers ..	40	25	25
<b>Bryn Mawr</b> - through crossovers .....	25	25	25
<b>Tower A 20</b> - through crossovers .....	40	25	25
<b>Tower A 20</b> - through turnout connection switches toward UP. ....	25	25	25
<b>Deerfield</b> - through crossovers .....	40	40	40
<b>Rondout</b> - through crossovers .....	25	25	25
<b>Rondout</b> - connection switch to Fox Lake Sub .....	25	25	25
<b>Wadsworth</b> - through crossovers .....	30	25	25
<b>Wadsworth</b> - through turnouts and on west siding .....	30	25	25
<b>Sturtevant</b> - through crossovers .....	30	25	25
<b>Oakwood</b> - through crossovers .....	45	40	40
<b>Lake</b> – through turnouts and on east siding .....	25	25	25
<b>Lake</b> - through east crossover .....	30	25	25
<b>Lake</b> - through west crossover .....	45	40	40
<b>K K Bridge</b> - through crossovers .....	30	25	25
<b>K K Bridge</b> - through turnout from Wash 4 track to MT .....	25	25	25
<b>K K Bridge</b> - Wash 4 track between K.K. Bridge and Florida St. curve .....	25	25	25
<b>Menomonee</b> - through crossovers ....	15	10	10
Wepco – inner and outer loops within We Energies .....		10	
All other tracks within We Energies .....		5	
<b>Waxdale Spur</b> – between Waxdale and Burlington Rule 6.28 applies .....		10	
<b>2.2 Cold Weather Restrictions</b>			
Temperature minus -10 F degrees to minus -25 degrees			
Tower A2 to Rondout .....	60	40	40
Temperature minus -25 degrees or colder			
Tower A2 to Rondout .....	50	30	30
Temperature minus -30 degrees or colder			
Rondout to Milwaukee .....	35	35	35
unless more restrictive speed is in effect.			

**C&M**

## C&M SUBDIVISION

### MAXIMUM SPEED – continued

#### 2.3 Hot Weather Restrictions

**Between Milwaukee and Chicago** - When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed.

**Between Tower A2 and Chicago** - Trains need not reduce below 35 MPH. This restriction does not apply where maximum speed is 35 MPH or less on permanent or temporary speed restrictions.

#### **Between Tower A2 and Milwaukee**

Trains need not reduce below 25 MPH.

This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

**Between Shermer and Bryn Mawr over UP trackage** – will be governed by CP Hot Weather Speed Restrictions.

### 2.4 Speed Test Sections

MP 4.0 to MP 5.0

## 3.0 Tabular General Bulletin Order/Track Bulletins

### 3.1 Track Bulletins

#### **In compliance with Rule 15.1**

CP trains operating between Bryn Mawr and Shermer must obtain UP track warrant at Bensenville, Milwaukee or Portage. Eastward trains must verify with the UP train dispatcher that UP track bulletins are current before passing Rondout. If not current arrange to fax Track Warrant and current bulletins to Rondout for delivery.

### 3.2 Tabular General Bulletin Order (TGBO) – Metra

Metra train moves between Chicago (Union Station) and Western Ave (Coach Yard) for staging trains or proceeding to tie up must either have a current subdivision default TGBO or determine from Control Operator Tower A-2 if their movement requires any additional track bulletins for these moves. Control Operator Tower A-2 will verify with C&M Train Dispatcher.

Metra trains that receive a radio bulletin enroute will retain that radio bulletin for return trip if they do not receive another initial TGBO for return trip and verify with train dispatcher if radio bulletin is still in effect prior to the restriction listed.

## 4.0 Block System/Authority/Track Designation

### 4.1 Block System

Centralized Traffic Control is in use between Tower A2 and Milwaukee, between Tower A 20 and Shermer and between Bryn Mawr and Tower B17 under the jurisdiction of the C&M Train Dispatcher.

Automatic Block System Bi-directional in use between Milwaukee and Cut Off.

## C&M SUBDIVISION

### 4.2 Authority

Between Tower A2 and Milwaukee – CTC rules are in effect.

**Between Milwaukee and Cut Off** – Trains must not occupy a main track without proper signal indication or verbal authority from the C&M train dispatcher. Trains will be governed by Track Permit Rule 9.15 when territory is jointly occupied by men and/or equipment. Maintenance of Way movements will be governed by Track Permit Rule 9.15.

**Between CP Canal and Tower A-2** - Metra North Joint Tracks Special Instructions will be in effect and employees must provide themselves with a copy whose duties require them to use these tracks.

### 4.3 Main Track Designation

Three main tracks are in use between Tower A 2/Western Ave. and Tower A 5. Two main tracks are in use between Tower A 5 and Cut Off, between Tower A 20 and Shermer, and between Bryn Mawr and Tower B17. Beginning at the North, the main tracks are numbered 1, 2, and 3.

### Tower A20 to Shermer

Mile post locations will be designated with the prefix "T" and will be considered part of the C&M Sub.

### Tower B 17 to Bryn Mawr

Mile post locations will be designated with the prefix "B" and will be considered part of the C&M Sub.

### 4.4 Yard Limits

Not Applicable

### 4.5 Interlockings

**Milwaukee** – Controlled by CP C&M train dispatcher.

**Rondout** – Controlled by CP control operator at Rondout.

**Shermer (N018) and Bryn Mawr (N008)** – Controlled by UP control operator at Deval.

**Tower B17** – Controlled by CP control operator at Tower B17.

**Mayfair** – Controlled by UP control operator at Clybourn Tower.

**Grayland, Tower A5 and Tower A4** – Controlled by METRA Control operator at Tower A5.

**Tower A2 and Tower A3** – Controlled by METRA control operator at Tower A2.

**Chicago** – Controlled by AMTRAK North Train Director Chicago



## C&M SUBDIVISION

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Western Ave.

Account restricted clearance on NO 2 MT and NO 3 MT at subway shelter located at east end of passenger platform, employees are prohibited from riding on side of cars or engines passing this point.

##### 5.2 MP 9.2 to MP 11.0

Look out for close clearance on the following bridges:

MP 9.2	Wilson Ave bridge
MP 9.6	Anslie Street bridge
MP 9.7	Argyle Street bridge
MP 9.8	Carmen Street bridge
MP 10.0	Foster Street bridge
MP 11.0	North branch bridge

##### 5.3 Between Western Ave. and Lake Forest

Intertrack fences with restricted clearance are located between the two main tracks at Healy, Grayland, Mayfair, Forest Glen, Edgebrook, Morton Grove, Golf, Glenview, North Glenview, Northbrook, Lake Cook Road, Deerfield, Lake Forest and Western Ave. (between NO 1 MT and NO 2 MT only) station platforms.

##### 5.4 Morton Grove

There are close side and overhead clearances at doors and within Plant at A. B. Dick Co. An ash chute is located on north track and cars on this track must not be moved unless it known chute is in raised position. Crew members are to be governed by instructions on signs on the various tracks. Engines are prohibited from entering building. Engines and cabooses will not be permitted beyond the boiler house on number 2 track.

##### 5.5 Morton Grove

Employees will not ride on side of cars when switching Barr-Stalfort Co. and at Travenol laboratories and must work on side opposite building platforms.

At Salerno-McGowan Biscuit Co. engines are prohibited from entering building and employees are prohibited from riding on side of cars inside building.

##### 5.6 Tower A 20

Six axle locomotives are not permitted on industry track, except in case of emergency.

##### 5.7 Rondout

Six axle locomotives are not permitted on 4th storage track.

##### 5.8 Wepco

Train handling empty coal sets from We Energies, must ensure that the extreme rear unit of the two units set up for distributed power on the rear is linked to the lead unit leaving the facility. This is to ensure that train has a continuity reading for the entire train movement.

## C&M SUBDIVISION

##### 5.9 Sturtevant

Six axle locomotives are not permitted on RSW yard, Waxdale spur and Chicago storage. 4 engine lengths only of the RSW former main may be used by six axle locomotives.

##### 5.10 Sturtevant

Extreme care must be used when riding cars or working about cars in the yard on the Waxdale spur at Sturtevant account close clearance between tracks.

##### 5.11 Lake

Six axle locomotives are not permitted on orth run around and 2 track.

##### 5.12 KK Bridge

Six axle locomotives are not permitted on the Bay View Spur.

##### 5.13 Milwaukee

Extreme care must be used when riding cars or working about cars in the Adams and Airline yards account close clearance between tracks.

Employees are prohibited from riding the south side of equipment on the Lone Star spur at the bridge abutments for the Marquette interchange point due to close clearance. The bridge abutments are located between the private crossings for We Energies.

Employees are prohibited from riding on the sides of equipment through the unloading sheds at Lone Star Cement.

##### 5.14 Milwaukee Depot

Loads exceeding 13 feet wide must not be moved on any track through the depot. Passenger trains will use track in Milwaukee Depot as directed by AMTK. Other train and engine movements must use NO 1 MT or NO 2 MT unless instructed otherwise by the C&M train dispatcher.

##### 5.15 Menomonee Belt District

Due to close clearance, employees must not ride side of cars into building of Milwaukee Journal.

##### 5.16 Menomonee Belt District

At IMC (Malteurop) a maximum of seven loaded cars are allowed when spotting grain yard tracks 1 through 7. Watch out for close clearance between stairway on west end of building between tracks 11 and 12, employees are prohibited from riding cars east of roadway crossing.

##### 5.17 Muskego Yard

Employees are prohibited from riding the sides of equipment on tracks 1 through 17 from a point 150 feet from either side of the 16th street viaduct, due to varying length of equipment and the curvature it may not allow clearance for a person riding on side of car.

## C&M SUBDIVISION

### Equipment Restrictions and Securement Exceptions - continued

#### 5.18 Muskego – Milwaukee - Handling Dimensional Equipment

Yard crews will not move any loaded car bearing a high-wide-long card between any station or between any yards within Milwaukee without first checking the transfer and giving the Yardmaster the car number of each car in the transfer bearing a high-wide-long card securing instructions on the route to be used before the movement is started.

No yard crew will move any loaded car bearing a high-wide-long card from any industry or within any yard unless it is known definitely that the load can be moved safely within that particular yard or locality without first consulting the Yardmaster and securing permission for such move.

No district yard engine will handle a high-wide-long load when it has no ticket on the car, when in their opinion the car is a high-wide-long load.

Account narrow track centers on tracks 1, 2, 3, and 4 in the "A" yard in the Air Line, loads in excess of 12 feet wide must be handled through the "A" yard on track 5, 6, and 7 only.

### Securement Exceptions

#### 5.17 Milwaukee

A minimum of 2 hand brakes are required:

- West Yard
- Menomonee Belt Yard
- Adams Yard

A minimum of 4 hand brakes are required:

- Airline Yard

#### 5.18 Wepco

Minimum of 2 hand brakes required on storage tack (ladder tracks) and minimum of three hand brakes on train left on inner and out loop.

## 6.0 Movement Over Public Crossings

### 6.1 Rondout

Eastward trains on NO 2 MT that have stopped or are moving at a speed of 10 MPH or less approaching eastward absolute signal Rondout, must approach Rockland Road crossing prepared to stop until it is ascertained that automatic crossing warning devices are operating.

### 6.2 Between Tower A5 and Rondout

When trains are advised that automatic crossing warning devices are not working properly or are damaged and crossing is not being protected by a flagger, train must not occupy crossing until all vehicular traffic is stopped.

## C&M SUBDIVISION

### 6.3 Tower A20

Techny road crossing - the gate operation at Techny road will operate as follows: When a train approaches the crossing on either main tracks the outside gates on the C&M sub and track on the cut off will descend. The inside gate of the track which is not occupied will not descend. The inside gate on the track that is occupied will descend after a timed interval to clear out any vehicles on the tracks.

### 6.4 Lake Forest

All trains making station stops must be sure crossing gates at Everett road and Conway road are working before occupying crossings.

### 6.5 Waxdale Spur

Trains must stop before occupying following road crossings and have a crew member on ground at road crossing to warn traffic until occupied.

90th Street	MP 6.85
Wisconsin Street	MP 7.39
East Frontage Road	MP 9.72
West Frontage Road	MP 10.16
Vine Street	MP 15.01
STH 11	MP 16.84
HWY 75	MP 17.95

### 6.6 Milwaukee - Menomonee Belt

Trains must stop before occupying road crossing and have a crew member on ground at crossing to warn traffic until occupied:

Lincoln Avenue MP 3.99

### 6.7 Wepco

Engine bell and whistle must be sounded in accordance with Rule 5.8.1 and 5.8.2 for movement over any crossing within We Energies.

## 7.0 Quiet Zones

### Engine Bell and Whistle Signals

#### 7.1 State of Illinois

Engine whistle must be sounded, regardless of city or village ordinances, when a train or engine is meeting or passing another train which is stopping, standing or starting from a station platform and when meeting or passing another train or engine in the vicinity of a grade crossing. In such cases whistle must be sounded until the other train or engine has been completely passed.

**C&M SUBDIVISION**

**Quiet Zones - continued**

**Continuous Quiet Zones**

**7.2 Chicago**

Between MP 0 and MP 12.93 Continuous Quiet Zone covering the following road crossings:

Canal Street	MP 0.5
Clinton Street	MP 0.63
Union Street	MP 0.88
Green Street	MP 1.06
Morgan Street	MP 1.21
Carpenter Street	MP 1.26
Aberdeen Street	MP 1.3
May Street	MP 1.34
Racine Ave	MP 1.5
Grayland Ped	MP 8.00
Forest Glen Ped	MP 10.18
Central Ave	MP 11.48
Caldwell Ave	MP 11.56
Devon Avenue	MP 11.62
Touhy Avenue	MP 12.68

**7.3 Niles**

Between MP 13.0 and MP 13.5 Continuous Quiet Zone covering the following road crossings:

Howard Street	MP 13.21
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**7.4 Morton Grove**

Between MP 13.5 and MP 15.1 Continuous Quiet Zone covering the following road crossings:

Oakton Street	MP 13.75
Lincoln Avenue	MP 14.5
Lincoln Lane	MP 14.71
Dempster Street	MP 14.82
Beckwith Road	MP 15.52

**7.5 Golf**

Between MP 15.9 and MP 16.4 Continuous Quiet Zone covering the following road crossings:

Overlook Drive	MP 16.16
----------------	----------

**7.6 Glenview**

Between MP 16.8 and MP 18.5 Continuous Quiet Zone covering the following road crossings:

Dewes Street	MP 17.05
Glenview Road	MP 17.18
Chestnut Avenue	MP 18.24

**7.7 Northbrook**

Between MP 20.1 and MP 22.2 Continuous Quiet Zone covering the following road crossings:

Techny Road	MP 20.34
Shermer Road	MP 21.18
Dundee Road	MP 21.92

Including Techny Road MP T 0.3 located on the cutoff between A20 and Shermer

**C&M SUBDIVISION**

**7.8 Deerfield**

Between MP 23.67 and MP 25.3 Continuous Quiet Zone covering the following road crossings:

Osterman Avenue	MP 23.92
Hazel Avenue	MP 24.36
Greenwood Ave	MP 24.62
Telegraph Pedestrian	MP 25.05

**7.9 Bannockburn**

Between MP 26.2 and MP 26.7 Continuous Quiet Zone covering the following road crossings:

Half Day Road	MP 26.48
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**7.10 Lake Forest**

Between MP 27.0 and MP 32.5 Continuous Quiet Zone covering the following road crossings:

Old Mill Road	MP 27.27
Everett Road	MP 28.08
Conway Road	MP 28.33

Except whistle must be sounded for

Rockland Road	MP 32.25
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**7.11 Milwaukee**

Between MP 80.2 and MP 80.8 Continuous Quiet Zone covering the following road crossing:

West Waterford Ave	MP 80.47
--------------------	----------

Between MP 85.18 and MP 85.68 Continuous Quiet Zone covering the following road crossing:

Plankinton Ave	MP 85.46.
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**Partial Quiet Zones**

**7.12 Bensenville**

Partial Quiet Zone 2300 until 0500 on cutoff between Bryn Mawr and Tower B -17 over

Irving Park Road	MP B 0.45
York Road	MP B 1.0 into Itasca industrial park

**C&M**



## **C&M SUBDIVISION**

### **8.0 Switch and Derail Information**

#### **8.1 Grayland**

NO 2 MT switch in service for MW use only.

#### **8.2 Muskego Yard**

The normal position for the High Switch on Wash 3 at Burnham Bridge is lined and locked for the North Lead unless crew is actively switching or making a move between the North and South Lead.

Middle and Lower crossover will be lined and locked for straight movement (other than crossover movement) at all times unless utilized for movement into Eastbound, Westbound, Track 2 or Track 1 from the Running track. The High switch must remain lined for the North lead when the Middle or Lower crossovers are lined for other than a straight movement.

#### **Instructions:**

It must be confirmed that the High Switch is lined and locked for the North Lead before the Lower or Middle crossover switches are lined for a crossover movement. Before the High switch is lined for movement from Wash 3 to the South Lead it must be confirmed that the Lower and Middle crossovers are lined for straight movement.

A train or yard movement that is to utilize the Running Track, EB Bridge, WB Bridge, 1 Track, or 2 Track and moving to/from Wash 4, must establish communication with any train or yard movement occupying the North Lead or Wash 3 prior to lining the lower or middle crossovers for crossover movement. The movement utilizing Wash 4 must also confirm that the High Switch is lined and locked for the North Lead.

#### **8.3 Electric Locks**

<b>Station</b>	<b>MP</b>	<b>Location of switch</b>
Western Ave	3.7	Switch off NO 3 MT
Healy	6.3	Newlywed switch NO 2 MT
Healy	6.8	Diversey Switch NO 1 MT
Forest Glen	10.4	Old east end sdg NO 2 MT
Morton Grove	13.2	Industry lead from NO 1 MT
Morton Grove	13.2	Industry lead from NO 2 MT
Morton Grove	14.2	Industry lead from NO 1 MT
Glenview	17.9	Spur from NO 1 MT
Deerfield	23.3	Sara Lee from NO 1 MT
Deerfield	24.1	Sara Lee from NO 1 MT
Tower B17	B1.3	W end run around NO 2 MT
Tower B 17	B1.1	East end run around NO 2 MT
Wepco	50.0	Lawter International NO 1 MT
Truesdell	52.2	E end Amber Milling NO 1 MT
Truesdell	52.8	W end Amber Milling NO 1 MT
Somers	57.1	Industry track from NO. 2 MT
Sturtevant	60.1	East end sdg from NO 2 MT
Sturtevant	61.7	West end sdg from NO 2 MT
Sturtevant	61.7	West end sdg from NO 1 MT
Sturtevant	61.9	North wye switch NO 2 MT
Oakwood	71.8	Industry track from NO 2 MT
Drexel	74.9	Runaround track NO 1 MT
Drexel	75.7	Runaround track NO 2 MT
Drexel	75.7	Runaround track NO 1 MT
Lake	76.2	Industry track NO 1 MT
Lake	76.8	Runaround track NO 2 MT

## **C&M SUBDIVISION**

### **9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

#### **9.1 Trackside Warning Detector Locations**

<b>Milepost</b>	<b>Type of Detector</b>	<b>Call Back</b>
29.2 No 1 MT	HBD/DED	N/A
36.8 Both MT's	HBD/DED	N/A
57.6 Both MT's	HBD/DED	N/A
72.7 Both MT's	HBD/DED	N/A

### **10.0 Other Tracks**

#### **10.1 Waxdale Spur – FRA Excepted Track**

Between MP 8.0 and MP 25.8 including all industry tracks served off of this track.

#### **10.2 Other Track Not Shown as Stations**

<b>Station Number</b>	<b>Location</b>	<b>Mile Post</b>	<b>Switch at</b>
4747	Somers (NO 2 MT)	57.5	East end
4753	Franksville (NO 2 MT)	65.8	East end
	Drexel	74.9	Various

### **11.0 General Information**

#### **11.1 Calling of Restrictions Rule 1.47**

Special Instructions Rule 1.47 does not apply on the C&M Subdivision (between Rondout and Tower A2), GCOR Rule 1.47 Item 3 applies, except Metra trains will be governed by instructions listed below for their train movements.

#### **11.2 Metra - Rule 1.47 Observe and Call Signals**

Metra trains operating on C&M Sub between Chicago Union Station and Rondout, Fox Lake Sub and Elgin Sub will be governed by the addition to Rule 1.47 Duties of Crews Members new Item D.

**D. Observe and Call Signals** If an engineer is solely occupying the control compartment of a train, they must verbally communicate to a promoted crew member on the train the name or aspect of:

- All absolute signals displaying an aspect less favorable than Clear
- All signals governing the approach to absolute signals displaying an aspect less favorable than Clear.
- All signals displaying an Approach or less favorable.

signal indication where the Maximum Authorized Speed is greater than 30 MPH.

## **C&M SUBDIVISION**

### **General Information - continued**

#### **11.2 Metra – Rule 1.47 Observe and Call Signals - continued**

Each communication must be acknowledged by the crew member on the train. If the crew member fails to acknowledge the communication, the engineer must determine the reason for failure to acknowledge prior to leaving the next scheduled passenger stop.

Communication will include:

- Train Identification.
- Name or Aspect of signal.
- Location of signal.
- Track designation, if in multiple track territory.

If the engineer fails to properly control the speed of the train the crew member must immediately communicate with the engineer. If necessary the crew member must stop the train. If the next signal in advance changes to a more favorable indication, the engineer must communicate the change to the crew member on the train. If the radio is inoperative, the communication must be made by intercom, public address system or in person. Verbal communication is required. Use of the buzzer or communicating signal is prohibited.

#### **11.3 Metra Trains**

METRA Superintendent has jurisdiction over all METRA passenger train service, including schedules, train and engine crew assignments, power and equipment distribution and METRA Control Operators.

METRA passenger trains will be governed by CP Rules, Timetable and General Orders.

Schedules of METRA trains operating on the C&M Subdivision are indicated in the METRA commuter operations train schedules or METRA public timetable.

Employees concerned or whose duties are affected by the movement of these must provide themselves with a copy. Schedules indicated in the Metra commuter operations train schedules or Metra public timetable do not convey movement authority.

METRA trains must not depart stations before time shown in current METRA commuter operations train schedules or METRA public timetable.

#### **11.4 Muskego Yard**

Before entering Muskego Yard, road trains will contact the General Yardmaster to determine the route to be utilized though the terminal and yard crews will contact the General Yardmaster before doing their initial job briefing. When the General Yardmaster is not on duty, road trains are to contact the train dispatcher to ascertain if any other road trains are in the yard and to contact those trains, if any, to conduct a job briefing.

## **C&M SUBDIVISION**

General Yardmaster monitors radio channel 5 (AAR 88). Once the road or yard crew has their instructions they should revert back to the required radio channel for the territory they are operating on.

The yardmaster will inform crew(s) of other train or engine movements and any additional instructions on track(s) to be used, if required.

When the yardmaster is on duty permission from the yardmaster to utilize/occupy any of the following tracks are required:

Wash Three	Wash Four
Running Track	Middle
Eastward to the Cutoff	Eastward to the
Bridge	
Westward to the Cutoff	Westward to the
Bridge	
All lead tracks on West end	Upper Crossover
Middle Crossover	Lower Crossover

If it is known crews are working on both ends of the yard, crews must communicate with other crew(s) and conduct a job briefing to coordinate the use of tracks. Crews performing switching duties at the east end of the yard have the right of utilizing all tracks from West Yard one to seventeen track (unless advised the specific track is out of service). Crews performing switching at the West end of the yard must coordinate and advise the East end which tracks it is necessary to use for flat switching at the West end. Crews on both Road and Yard assignments working at the west end of the yard that have instructions to pull, setoff or couple cars in a specific track must contact the foreman on the assignment working at the East end of the yard to determine that they may proceed with their work as indicated.

Crews at East end when engaged in work other than flat switching (I.E. Coupling cars, shoving tracks) must have job briefing with the yardmaster and/or any crews working on west end of yard to ensure that crews on west end will not be actively switching into the track while work is being done from the East end.

At Muskego including West Yard, Airline Yard, Merrill Park and/or Adams Yard when yard or road crew(s) complete work and are clear of track(s) they were using, the yardmaster must be notified along with any crew(s) they had a job briefing with. A track status must be conveyed which will include the following information:

- The car initial and number(s) of cars left with hand brakes applied and their location on the track.
- Whether track is clear.

The requirement to notify the yardmaster and other crews is in addition to the requirements of GCOR Rule 6.1.1 as it applies to notification between crew members concerning Hand brakes applied or released.

**C&M**

## C&M SUBDIVISION

### General Information - continued

#### 11.5 Muskego Yard - Switching

The normal position for the High Switch on Wash 3 at Burnham Bridge is lined and locked for the North Lead unless crew is actively switching or making a move between the North and South Lead.

Middle and Lower crossover will be lined and locked for straight movement (other than crossover movement) at all times unless utilized for movement into Eastbound, Westbound, Track 2 or Track 1 from the Running track. The High switch must remain lined for the North lead when the Middle or Lower crossovers are lined for other than a straight movement.

It must be confirmed that the High Switch is lined and locked for the North Lead before the Lower or Middle crossover switches are lined for a crossover movement. Before the High switch is lined for movement from Wash 3 to the South Lead it must be confirmed that the Lower and Middle crossovers are lined for straight movement.

A train or yard movement that is to utilize the Running Track, EB Bridge, WB Bridge, 1 Track, or 2 Track and moving to/from Wash 4, must establish communication with any train or yard movement occupying the North Lead or Wash 3 prior to lining the lower or middle crossovers for crossover movement. The movement utilizing Wash 4 must also confirm that the High Switch is lined and locked for the North Lead.

#### 11.6 Receiving or Discharging Passengers

**Milwaukee Airport** - Station platform off of NO 2 MT is only to be used when NO 1 MT is taken out of service for maintenance and stop cannot be made on NO 1 MT to unload or load passengers.

## C&M SUBDIVISION

### 11.6 Signals and Signal Indications

**Tower A 2 Western Ave. and Tower A 5** – The following signals will be used on the interlocking emergency whistle or horn:

#### Sound Indication

**One Long** .....All trains and engines within .....interlocking limits must STOP IMMEDIATELY.

**Two Shorts** .....Resume normal movement after receiving the proper signal or permission from Control Operator.

**Three Shorts** ...Whistle or horn test.

**Four Shorts** Call signal maintainer or repairman.

C&M

**Canadian Pacific US EAST REGION Timetable NO 201  
Fox Lake Sub Module 31**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	FOX LAKE SUBDIVISION STATION PAGE TRAM AREA 1	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Rondout	# DENOTES CONTROL POINT OR MANUAL INTERLOCKING	Mile Post Location					
2.74		BIT	A	0.0	(Jct C&M Sub) # RONDOUT	32.3	4398		CQ MP 35.2 to MP 41.8	3.49	
				3.2	LIBERTYVILLE	35.5					
				3.7							
				6.9	PRAIRIE CROSSING	39.2					
				0.7							
		IJ	B	7.6	CN Crossing (Jct CN Railroad)	39.9					
				1.0							
				8.6	(ESS Grays Lake) GRAYS LAKE (WSS Grays Lake)	40.7 40.9 41.7					
			S	3.1							
				11.7	ROUND LAKE	44.0			PQ MP 44.0 to MP 45.6		
				2.0							
				13.7	LONG LAKE	46.0					
				1.8							
			YL	15.5	INGLESIDE	47.8					
				1.7							
	BJ	17.2		FOX LAKE (Jct WSOR Railroad)	49.5 49.79	49.4 ↓					

**FOX LAKE**

**FOX LAKE SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	Dispr Call In	Emer- gency
Road	044-044	6	*61#	911
CN	079-079		375	

**1.2 Telephone**

C&M Dispatcher ..... 612-904-5830  
COTD ..... 612-851-5722

**2.0 Speed**

**2.1 Maximum Speed**

	PSGR	OTHER
Rondout – MP 32.8	40	30
MP 32.8 – MP 34.5	60	30
MP 34.5 – MP 35.6	45	30
MP 35.6 – MP 39.9	60	35
MP 39.9 over CN crossing	50	30
MP 39.9 – MP 47.1	60	35
MP 47.1 – MP 48.3	55	35
MP 48.3 – MP 49.0 (Sayton Road)	60	30
MP 49.0 (Sayton Road) – MP 49.7	40	30
MP 49.7 – MP 49.8	15	10
Through turnout of all switches and tracks other than main track, not otherwise specified	10	10

**FOX LAKE SUBDIVISION**

	PSGR	OTHER
CN crossing connection track switch from Fox Lake Sub to CN connection track	10	10
Fox Lake Coach yard: Former siding and No 1 track from east switch MP 48.6 to West switch MP 49.6	15	
except when 400 feet before entering Sayton Road (MP 49.03) or Grand Ave (MP 49.41)	5	
applies until head end occupies crossings.		
On all other tracks not specified above	5	
(Freight trains are prohibited on all tracks in suburban coach yard except tracks 1 and 9)		
Grays Lake Siding	15	10

**2.2 Cold Weather Restrictions**

Temperature minus -25 degrees F  
Entire Sub ..... 50 30  
unless more restrictive speed is in effect.

**2.3 Hot Weather Restrictions**

When ambient temperature exceeds 95 degrees F,  
speed must be reduced 10 MPH below the maximum  
authorized timetable speed. Trains need not reduce  
below 25 MPH. This restriction does not apply where  
maximum speed is 25 MPH or less on permanent or  
temporary speed restrictions.

## FOX LAKE SUBDIVISION

### Speed – continued

#### 2.4 Speed Test Sections

MP 45.5 to MP 44.5

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 In compliance with Rule 15.1

Metra trains must obtain CP TGBO where directed by Metra Director Operations or verbally by the C&M train dispatcher.

Metra trains that receive a radio bulletin enroute will retain that radio bulletin for return trip if they do not receive another initial track warrant for return trip and verify with train dispatcher if radio bulletin is still in effect prior to the restriction listed.

Metra trains that have not received a TGBO may occupy the main track at Fox Lake station after complying with the second bullet under 6.2 and must not leave station until TGBO is received and compared.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Automatic Block System is in use between Rondout and Signal 49.4 located 20 feet east of Grand Ave., Fox Lake.

#### 4.2 Authority

**Between Rondout and Fox Lake** – Authority to occupy the main track outside yard limits will be granted by:

- Written authority on the prescribed form.  
or
- Proceed signal indication from a controlled signal at Rondout.

On-track equipment will only be authorized by written authority.

Westward suburban trains moving on a proceed signal indication from Rondout will be authorized to their scheduled terminating station of Grays Lake or Fox Lake. Other westward trains moving on a proceed indication from Rondout will be authorized to Fox Lake. All other westward movements that operate short of Fox Lake must be moved on written authority from Rondout.

If the train dispatcher desires to restrict a westward suburban train or other train short of Grays Lake or Fox Lake written authority must be issued.

## FOX LAKE SUBDIVISION

Written authority must not be issued to a movement within the same or overlapping limits with another movement unless:

- All trains are authorized to proceed in the same direction.
- Train has been directed by track bulletin or general order to wait for an opposing train.
- Written authority indicates that movement is granted **behind** a following or opposing movement.  
or
- Written joint authority requires all movements to be made at restricted speed within the same limits.

Written authority will be issued as follows:

**“(movement) may proceed (location) to (location)”**

if necessary, the following may be added:

**“(clear/hold) main track at (location)”**

if necessary, to advance a train which has been directed by track bulletin or general order to wait for an opposing train, the following will be used:

**“(train) at (location) will not wait for (train)”**

Written authority will be issued as follows for work trains or when a train becomes disabled.

**“(movement) work between (location) and (location) make all movements at restricted speed”**

If necessary the following may be added:

**“joint with (movement)”**

Unless otherwise provided, westward suburban trains which terminate at Grays Lake must clear the main track at east siding switch Grays Lake. Main track authority granted to eastward suburban trains originating at Grays Lake does not authorize occupancy of the main track between the siding switches at Grays Lake.

Conductors must report arrival of their train to the train dispatcher at terminating station or last named location when no operator is on duty.

Employee in charge of on-track equipment must report location and time authority limits are cleared to the train dispatcher.

Control Operators at Rondout must not display any signal indication other than STOP for westward Fox Lake Sub trains, unless otherwise authorized by the train dispatcher.

**Fox Lake** – WSOR trains must not pass MP 49.79 without verbal authority from the C&M train dispatcher.

Except as otherwise provided, METRA trains must not depart stations before time shown in current METRA commuter operations train schedules or METRA public timetable.



## FOX LAKE SUBDIVISION

### Block System/Authority/Track Designation - continued

#### 4.3 Main Track Designation

Single Main Track between Rondout and Fox Lake.

#### 4.4 Yard Limits

West MP		East MP
49.79	..... Fox Lake .....	49.4
50.0	..... Fox Lake WSOR track.....	49.79

WSOR yard limits may be used after ascertaining if there are any WSOR track bulletins in effect either through Metra Operator Fox Lake or CPR control operator Rondout.

#### 4.5 Interlockings

**CN Crossing** – Manual Interlocking MP 39.9 controlled by CN train Dispatcher.

**Rondout** – Manual interlocking controlled by CP control operator at Rondout.

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Fox Lake

Employees are prohibited from riding on side of equipment in the Coach yard.

#### Securement Exceptions

No exceptions

### 6.0 Movement Over Public Crossings

#### 6.1 Rondout

Trains operating on a restricting signal indication must approach St Mary's road crossing at MP 33.85 prepared to stop until is ascertained that automatic crossing warning devices are operating.

#### 6.2 Fox Lake

Movements in either direction on all tracks except the main track must not exceed 5 MPH and eastward movements on the main track must not exceed 10 MPH approaching Grand Avenue crossing, and movements in either direction on main track must not exceed 10 MPH approaching Oak Street crossing and must comply with Rule 6.32.2 before crossings are occupied.

#### 6.3 Fox Lake

Eastward trains before starting movement from depot, must actuate crossing signals at Grand Avenue by pressing button located in the box outside depot. These signals will time out in one (1) minute after button is depressed unless train or engine movement has started toward the crossing. Box must be locked after use.

## FOX LAKE SUBDIVISION

### 7.0 Quiet Zones

#### 7.1 State of Illinois

Engine whistle must be sounded, regardless of city or village ordinances, when a train or engine is meeting or passing another train which is stopping, standing or starting from a station platform and when meeting or passing another train or engine in the vicinity of a grade crossing. In such cases whistle must be sounded until the other train or engine has been completely passed.

#### Continuous Quiet Zone

##### 7.2 Grays Lake – Libertyville

Between MP 35.2 and MP 41.8 Continuous Quiet Zone covering the following road crossings:

Milwaukee Ave.	MP 35.43
Winchester Road	MP 36.01
Butterfield Road	MP 37.10
Midlothian Road	MP 39.10
Ivanhoe Road	MP 40.12
Grays Lake Pedway	MP 40.81
Lake Street	MP 40.96
Allegheny Road	MP 41.52

#### Partial Quiet Zone

##### 7.3 Round Lake Park

Between MP 44.0 and MP 45.6 Partial Quiet Zone 2300 until 0600 over the following road crossings:

Hart Road	MP 44.24
Fairfield Road	MP 45.01

### 8.0 Switch and Derail Information

#### 8.1 Fox Lake

All variable switches in the METRA suburban coach yard must be hand operated before movement is made through them.

### 9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

Not Applicable

### 10.0 Other Tracks

#### 10.1 Other Tracks Not Shown as Stations

Station Number	Location	Mile Post	Switch at
	Junction Switch	34.3	East end

FOX LAKE

## FOX LAKE SUBDIVISION

### 11.0 General Information

#### 11.1 Calling of Restrictions Rule 1.47

Special Instructions Rule 1.47 does not apply on the Fox Lake, GCOR Rule 1.47 Item 3 applies, except Metra trains will be governed by below instructions for their train movements.

#### 11.2 METRA Trains - Rule 1.47 Observe and Call Signals

Metra trains operating on C&M Sub between Chicago Union Station and Rondout, Fox Lake Sub and Elgin Sub will be governed by the addition to Rule 1.47 Duties of Crews Members new Item D.

**D. Observe and Call Signals** If an engineer is solely occupying the control compartment of a train, they must verbally communicate to a promoted crew member on the train the name or aspect of:

- All absolute signals displaying an aspect less favorable than Clear
- All signals governing the approach to absolute signals displaying an aspect less favorable than Clear.
- All signals displaying an Approach or less favorable signal indication where the Maximum Authorized Speed is greater than 30 MPH.

Each communication must be acknowledged by the crew member on the train. If the crew member fails to acknowledge the communication, the engineer must determine the reason for failure to acknowledge prior to leaving the next scheduled passenger stop. Communication will include:

- Train Identification.
- Name or Aspect of signal.
- Location of signal.
- Track designation, if in multiple track territory.

If the engineer fails to properly control the speed of the train the crew member must immediately communicate with the engineer. If necessary the crew member must stop the train. If the next signal in advance changes to a more favorable indication, the engineer must communicate the change to the crew member on the train. If the radio is inoperative, the communication must be made by intercom, public address system or in person. Verbal communication is required. Use of the buzzer or communicating signal is prohibited.

## FOX LAKE SUBDIVISION

### 11.3 Metra Trains

Metra Director Operations has jurisdiction over all METRA passenger train service, including schedules, train and engine crew assignments, power and equipment distribution and METRA Control Operators.

METRA passenger trains will be governed by CP Rules, Timetable and General Orders.

Schedules of METRA trains operating on the Fox Lake Subdivision are indicated in the METRA commuter operations train schedules or METRA public timetable.

Employees concerned or whose duties are affected by the movement of these must provide themselves with a copy.

Schedules indicated in the Metra commuter operations train schedules or Metra public timetable do not convey movement authority.



**Canadian Pacific US EAST REGION Timetable NO 201**  
**Elgin Sub Module 32**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	ELGIN SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Randall Road		Mile Post Location					
1.85		B T X I	C	34.9	(Jct C&M Sub) # TOWER A 5	5.4	YARD				1.85
				1.2							
				33.7	GRAND/CICERO	6.6					
				0.1							
		J X		33.6	# CICERO WEST (Jct BRC Railroad)	6.7					
				1.0							
	4526			32.6	HANSON PARK	7.7					
				1.0							
	4527	X		31.6	# Galewood East GALEWOOD	8.5 8.7					
				0.4							
	4528			31.2	MARS	9.1					
				0.4							
	4529			30.8	MONT CLARE	9.5					
				0.7							
	4531			30.1	ELMWOOD PARK	10.2					
				1.3							
	4532			28.8	RIVER GROVE	11.5					
				1.2							
		J I X	27.6	(Jct CN Railroad) (CN Crossing) # TOWER B 12 (West End of 3 MT) (East End of 2 MT) (Jct IHB Railroad)	12.7						
		J	0.5								
	4533		27.1	FRANKLIN PARK	13.2						
			0.8								
	4534		26.3	MANNHEIM	14.0						
			1.5								
	4540	B T	24.8	BENSENVILLE YARD	15.5						
			1.5								
	4545	B I X	23.3	# Northwest Bridge No 2 MT # TOWER B17	15.8 17.0						
			2.1								
	4547		21.2	# Wood Dale East WOOD DALE	18.4 19.1						
			1.9								
	4548	W	19.3	# Itasca East ITASCA	20.1 21.0						
			2.0								
	4550		17.3	MEDINAH	23.0						
			0.9								
	4551	X	16.4	ROSELLE # Roselle West	23.9 25.0						
			2.6								
	4552		13.8	SCHAUMBURG	26.5						
			1.9								
	4553		11.9	HANOVER PARK	28.4						
			1.7								
	4554		10.2	# Bartlett East BARTLETT	29.3 30.1						
			2.6								
	4555	I T X J	7.6	# SPAULDING (CN Crossing) (Jct CN Railroad)	32.7						
				Continued next page							

**ELGIN**

**Canadian Pacific US EAST REGION Timetable NO 201**  
**Elgin Sub Module 32**

**ELGIN**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	CONTINUED ELGIN SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Randall Road		Mile Post Location					
1.85	4556		C	5.1	2.5 # Tower B35 East <b>TOWER B35</b> # Tower B35 West	35.1 35.2 35.7					1.85
					0.8						
		X B		4.3	<b>NATIONAL ST</b> # National St West No 2 MT	36.0 36.1					
	4557	X	T		0.6						
				3.7	# Elgin East <b>ELGIN</b>	36.4 36.6					
					3.1						
		X		0.6	# <b>ALMORA</b>	39.7					
					0.1						
				0.5	# <b>BIG TIMBER</b>	39.8					
					0.5						
			C	0.0	(West End of 2 MT) # <b>RANDALL ROAD</b> (Jct Chicago Sub) (East end DT)	40.3					

**ELGIN SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	Dispr Call In	Emer- gency
Tower B17	094-094	7	*71#	911
Bensenville Strip – Schiller Park and West Yard	065-065			
Bensenville East and GYM	088-088			
Hump Yardmaster	034-034			
Mechanical Dept	027-027			
Car Dept	024-024			
UP Dispr	025-025		*47	
UP Deval	025-025		508	

**1.2 Telephone**

Elgin Dispatcher..... 612-904-5834  
COTD ..... 612-851-5722

**2.0 Speed**

	MPH		
2.1 Maximum Speed	PSGR	XT	OTHER
NO 1 and NO 2 MT			
Tower A 5 to Elgin .....	70	60	40
NO 1 and NO 2 MT			
Elgin to Randall Road .....	50	40	40
NO 3 MT Tower A 5 to Thatcher Ave ..	70	40	40

**ELGIN SUBDIVISION**

	MPH		
	PSGR	XT	OTHER
NO 3 MT Thatcher Ave to River Road .60	40	40	
NO 3 MT River Road to Tower B12 (MP 12.9) .....	40	25	25
<b>EXCEPTIONS</b>			
Tower A 5 – NOs. 1, 2 and 3 MT's between C&M and Elgin Subs .....	15	15	15
All other wye tracks .....	10	10	10
MP 8.6 – MP 8.8 Galewood, around 3 degree curve NO 1, 2 and 3 MT's .....	55	40	40
MP 10.4 – MP 10.6 eastward movements head end restriction until crossing occupied .....	30	30	30
MP 10.3 – MP 10.5 westward movements head end restriction until crossing occupied .....	30	30	30
MP 12.5 – MP 12.7 Tower B 12 NO 1 and NO 2 MT .....	45	30	30
Tower B 12, on 3 lead to and from IHB tracks .....	15	15	15
Spaulding over EJE crossing .....	70	40	40
MP 34.0 – MP 36.6 Tower B 35 NO 1 MT, NO 2 MT and MT .....	55	40	40
Through turnout of all switches and tracks other than main track, not otherwise specified .....	10	10	10
<b>Cicero West</b> - through crossovers .....	25	25	25
<b>Cicero West</b> - on 3 lead from BRC NO 1 MT to CP NO 3 MT and on 4 lead from BRC NO 2 MT to CP NO 3 MT .....	25	25	25
<b>Galewood East</b> - through crossovers .....	40	40	40

**ELGIN SUBDIVISION**

**Speed – continued**

	MPH		
	PSGR	XT	OTHER
<b>Galewood East</b> - through turnout from NO 3 MT to No. 4 lead .....	25	25	
25			
<b>Tower B12</b> - through crossovers east of the CN crossing .....	25	25	25
<b>Tower B12</b> - through crossovers west of CN Crossing .....	40	40	40
<b>Tower B17</b> - through 3rd crossover east of the tower .....	40	40	40
<b>Tower B17</b> - through 2nd crossover east of the tower .....	10	10	10
<b>Tower B17</b> - through 1st crossover east of the tower .....	10	10	10
<b>Tower B17</b> - through 1st crossover west of the tower .....	25	25	25
<b>Itasca</b> - through crossovers .....	25	25	25
<b>Roselle West</b> - through crossovers ....	40	40	40
<b>Spaulding</b> - through crossover in i Interlocking .....	40	40	40
<b>Tower B 35</b> - through turnouts at east and west ends of 2 MT's .....	50	40	40

**2.2 Cold Weather Restrictions**

Temperature minus -10 to minus -25 degrees F			
Entire Sub .....	60	40	40
Temperature below minus -25 degrees F			
Entire Sub .....	50	30	30

Unless more restrictive speed is in effect.

**2.3 Hot Weather Restrictions**

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

**2.4 Speed Test Sections**

MP 32 to MP 31

**3.0 Tabular General Bulletin Order/Track Bulletins**

**3.1 In Compliance with Rule 15.1**

Metra trains must obtain CP TGBO where directed by Metra Director Operations or verbally by the train dispatcher.

Metra trains that receive a radio bulletin enroute will retain that radio bulletin for return trip if they do not receive another initial track warrant for return trip and verify with train dispatcher if radio bulletin is still in effect prior to the restriction listed.

Metra trains that have not received a TGBO may occupy the main track at Elgin station after complying with the second bullet under 6.2 and must not leave station until TGBO is received and compared.

**ELGIN SUBDIVISION**

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Centralized Traffic Control is in use between Tower A 5 and Randall Road, under the jurisdiction of the CP Elgin train dispatcher.

Between Tower A5 and Tower B12 – Controlled by Metra Control Center Chicago.

Between Tower B12 and Randall Rd. – Controlled by CP Control Operator at Tower B17.

**4.2 Authority**

Centralized Traffic Control rules are in effect between Tower A 5 and Randall Road

**Galewood** – Westward trains on NO 3 MT or 4 lead track when required to hold west of Galewood yard must stop at MP 8.0 Austin Avenue. Signs are installed where movements must hold.

**Bensenville Yard** – Eastward trains and engines entering Bensenville yard from NO 2 MT or the outbound lead at the Northwest Bridge will stop short of clearance point of adjacent tracks unless verbal permission to proceed has been received.

**Bensenville Yard** - Trains or engines shall advise the Control Operator Tower B 17 before entering the outbound track at the connection hand throw switch and also when clear of the connection switch when entering into the yard.

**SIGNAL INDICATIONS**

**Tower B 12**

Signal aspect 9.1.9 Red over Red over Yellow and aspect 9.1.10 Red over Red over Green will be for 25 MPH crossovers and turnouts east of CN Crossing onto the CN Main Track. Signal aspect 9.1.9 Red over Yellow over Red and aspect 9.1.10 Red over Green over Red will be for 40 MPH crossovers just west of CN crossing.

**Tower B 12**

The switches at the junction with the IHB are interlocked and operated from the METRA Control Center Chicago. When signal displays a STOP indication for an approaching train or engine and no conflicting movement is evident, a member of the crew must communicate with METRA control operator and be governed by instructions received.

**Tower B 12**

When eastward absolute signal at Tower B12 governing eastward movements displays a STOP indication, stop must be made west of Edgington Street until signal displays a proceed indication or verbal permission to proceed is received. If verbal permission to proceed is received, trains must comply fully with Rule 6.32.2 before occupying Edgington Street crossing.

**ELGIN**

## ELGIN SUBDIVISION

**Block System/Authority/Track Designation - continued**

### SIGNAL INDICATIONS - continued

#### Franklin Park

When the color light type dwarf signal located on the west side of Ruby Street governing eastward movements on No. 4 or the color light dwarf signal governing eastward movements on No. 5 and No. 6 yard tracks display STOP indication, eastward trains or engines must stop and a member of the crew must communicate with the METRA control operator and receive instructions before proceeding.

The No. 4 lead and No. 5 switch indicator lights for westward movements will display a green aspect when the route is lined for No. 6 lead. A red aspect requires movement to stop and an inspection of switch points must be made before continuing movement.

#### Tower B 35

When westward signals 33-9 or 33-7 display an approach indication, Rule 9.1.4, in addition to complying with the indication displayed, westward freight trains must stop to clear St. Charles Road crossing and not proceed until a member of the crew communicates with the control operator at Tower B 17 for authority to proceed. Control operator at Tower B 17 will not authorize such trains to proceed until the route through the control point has been lined for the movement. These instructions do not apply to short freight trains that can be held between the Absolute Signal and Raymond Street crossing.

#### 4.3 Main Track Designation

Three main tracks are in use between Tower A 5 and Tower B 12. NO 3 MT begins and ends at the West Absolute signal for Tower B12.

Two main tracks are in use between Tower B 12 and Randall Road, except across Fox River Bridge (Tower B 35). Beginning at the north, the main tracks are numbered 1, 2, and 3.

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

**Tower A5** – Manual Interlocking Controlled by METRA control operator at Tower A5.

**Tower B12** – Manual Interlocking Controlled by METRA control operator at METRA Control Center Chicago.

**Tower B17 and Spaulding** – Manual Interlockings Controlled by CP control operator at Tower B17.

**Control Points** – Galewood East and Cicero West control points are controlled by Metra Control Operator.

## ELGIN SUBDIVISION

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Galewood District

Crews are prohibited from switching, pulling or spotting cars inside the building at Master Foods (Mars) due to the infrastructure limitations and close clearances. Switching is restricted to outside industry tracks only.

##### 5.2 Itasca and Schaumburg Industrial Parks

Multiple unit locomotive consists are not permitted on these tracks.

##### 5.3 Schaumburg Industrial Park

Not more than 25 loads at one time may be shoved around 14 degree curve over Irving Park Road.

Six axle locomotives are not permitted on Industrial Park tracks, Olympia steel, Nexus, old Nexus and Jorgensen Steel tracks.

##### 5.4 Six axle GE AC 4400 and EMD SD90MAC

are not permitted on the following tracks:

- Schaumburg Industrial Park
- Itasca Industrial Park
- Bensenville Industrial Park
- Bensenville North and South Industries

##### 5.5 Bensenville

Employees are prohibited from riding sides of engines and cars while switching General Warehouse Transportation Co.

##### 5.6 Bensenville – Northwest Bridge Height

The following is maximum permissible height of cars and equipment allowed when moving under Northwest Bridge (UP):

NO 1 MT .....	21 feet 3 inches
NO 2 MT .....	21 feet 0 inches
No. 3 Running track .....	20 feet 8 inches
New Connection track .....	22 feet 0 inches
Crossover track .....	22 feet 6 inches
Hump pull back .....	22 feet 7 inches
Arrival track .....	21 feet 11 inches
West yard connection track .....	20 feet 10 inches

##### 5.7 Bensenville – West Yard – F Yard - Close Clearance

Extreme care must be used when riding cars and working about cars in the west yard account close clearance between tracks.

At the west end of the F-Yard, the F-7 switch will not allow a person standing at the switch to clear a movement on number 1 lead. Precautions must be taken while working at the west end of the F-yard in the vicinity of the F-7 switch.

## **ELGIN SUBDIVISION**

### **Equipment Restrictions and Securement Exceptions - continued**

#### **5.8 Bensenville – Cars 89 Feet or Longer**

Within Bensenville yard when handling rail cars 89 feet or longer or multi-platform cars, no more than 12 powered axles may be used when moving backward, shoving or doubling over.

<b>Loco Model</b>	<b>No. of Powered Axles</b>	<b>Loco Model</b>	<b>No. of Axles</b>
MP15, SW15	4	SD 40-2	6
GP 7	4	SD 60	8
GP 9	4	SD 70	12
GP 38	4	SD 70MAC	12
GP 40	4	SD 80	12
GP 60	4	SD 90	12
SD 10	4	SD 90MAC	12
SD 39	4	GE DASH 8	12
SD 40	4	GE AC4400	12

**Note:** The above table will be used to determine the number of powered axles.

#### **5.9 Intertrack Fences**

Intertrack fences with restricted clearance are located between NO 1 and NO 2 main tracks at the following stations platforms: Grand/Cicero, Galewood, Elmwood Park, River Grove, Mannheim, Franklin Park, Bensenville, Wood Dale, Itasca, Medinah, Roselle, Hanover Park, Bartlett, National Street, Elgin and Schaumburg., except Hanson Park, Mars, and Mont Clare, are between NO 2 and NO 3 main tracks.

### **Securement Exceptions**

#### **5.10 Bensenville Yard**

A minimum of 3 handbrakes required on all yard tracks, except in the classification yard when cars are left on tracks C1 through C33 west of the guarding arrestors at the east end.

When placing cars into class yard tracks C1 through C33 from the east end employees must ensure that the east truck or wheel set of cars placed into these tracks are placed west of the guarding arrestors at the east end of the track with a hand brake applied to the east car.

The guarding arrestors are the furthest east set of arrestors in place on class tracks C1 through C33, they are configured to stop cars from passing the point east of these guarding arrestors. At no time or under any circumstances shall cars be shoved, or placed east of the guarding arrestors. In the event that a car is found east of the guarding arrestors on the body of any track C1 through C33, the Hump Yardmaster must be notified immediately.

It is required that a buffer car be left on the east end of track C34 when this track is pulled. The buffer car must be left no less than 150 feet from the clearance point at the east end track C34, with effective handbrake applied.

## **ELGIN SUBDIVISION**

#### **5.11 Schiller Park**

A minimum of 2 handbrakes required on all yard track locations.

### **6.0 Movement Over Public Crossings**

#### **6.1 City of Chicago**

The City of Chicago Office of Emergency Communications (911) Center has identified the following street crossings as being critical emergency routes:

- Harlem Avenue
- Narragansett Avenue
- Oak Park Avenue

When trains are stopped or anticipate to be obstructing any of these crossings for more than 10 minutes, a crew member must notify the train dispatcher immediately indicating amount of time the crossings may be blocked for. Crew must also notify the train dispatcher when the train is clear of the crossing.

#### **6.2 South Side Industrial Park**

Trains and engines must stop before occupying road crossings at Franklin Avenue and Wolf Road and have a crew member on ground at crossing to warn traffic until crossing is occupied.

#### **6.3 Itasca Industrial Park**

Trains and engines must stop before occupying road crossing and have a crew member on ground at crossing to warn traffic until occupied over Rowhling Road off NO 1 MT at MP 22.0 on the industrial lead.

#### **6.4 Schaumburg Industrial Track**

Trains must approach the following road crossings prepared to stop, until it is ascertained that all crossing warning devices are operating. If not operating, warning must be provided by crew member on ground until crossing is occupied:

Over Wright Blvd to Paddock Press.

#### **6.5 Between Hanover Park and Bartlett**

Trains must approach the following road crossings prepared to stop, until it is ascertained that all crossing warning devices are operating. If not operating, warning must be provided by crew member on ground until crossing is occupied:

Over Bartlett Road on Northern Petro Chemical track located at MP 29.6.

#### **6.6 Bensenville Yard to Schiller Park**

If after pulling eastward through Tower B 12 and movement will be delayed for westward movement into Bensenville Yard or Schiller Park, movement must pull further east and clear of Thatcher Avenue in order to reset automatic crossing warning devices.

**ELGIN**



## **ELGIN SUBDIVISION**

### **Movement Over Public Crossings - continued**

#### **6.7 Wood Dale**

Westward passenger trains making station stop at Wood Dale must stop at a location which would keep the crossing warning devices activated on Wood Dale and Irving Park Roads.

#### **6.8 Spaulding**

Train and engine movements on any track other than the main tracks, must stop before occupying Spaulding Road or Gifford Road crossing and provide warning by crew member on ground until crossing is occupied.

#### **6.9 Elgin**

Eastward train movements told to hold back of Kimball Street crossing must stay back of crossing at least 300 feet in order to make sure crossing gates are working before occupying crossing.

### **7.0 Quiet Zones**

#### **7.1 State of Illinois**

Engine whistle must be sounded, regardless of city or village ordinances, when a train or engine is meeting or passing another train which is stopping, standing or starting from a station platform and when meeting or passing another train or engine in the vicinity of a grade crossing. In such cases whistle must be sounded until the other train or engine has been completely passed.

### **Continuous Quiet Zones**

**7.2 Chicago** – Between MP 9.3 and MP 10.0 Continuous Quiet Zone covering the following road crossings:

Oak Park Avenue	MP 9.16
Sayre Avenue	MP 9.48
Nordica Avenue	MP 9.58
Neva Avenue	MP 9.69
Harlem Avenue	MP 9.79

Except whistle must be sounded for the following road crossing in Chicago.

Naragansett Ave	MP 8.6
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**7.3 Bartlett** – Between MP 29.3 and MP 32.1 Continuous Quiet Zone covering the following road crossings:

Prospect Ave	MP 29.51
Main Street Ped Crossing	MP 30.04
Oak Ave	MP 30.09
Depot Ped Crossing	MP 30.12
Western Ave	MP 30.26
Naperville Road	MP 31.87

## **ELGIN SUBDIVISION**

### **Partial Quiet Zones**

**7.4 Elmwood Park** – Between MP 9.8 and MP 10.6 Partial Quiet Zone 2200 until 0600 covering the following road crossings:

73rd Avenue	MP 9.95
75th Avenue	MP 10.18
Ped Crossing	MP 10.31
Grand Avenue	MP 10.45
Ped Crossing	MP 10.51

**7.5 Bensenville** – Between MP 16.8 and MP 17.8 Partial Quiet Zone 2300 until 0500 covering the following road crossings:

York Road	MP 17.08
Center Street	MP 17.16
Addison Street	MP 17.23
Church Street	MP 17.58

Includes the South Side Industrial Park and other industrial parks in Bensenville limits.

**7.6 Roselle** – Between MP 24.1 and MP 24.9 Partial Quiet Zone 0001 until 0500

Park Street	MP 24.37
Prospect Street	MP 24.46
Roselle Road	MP 24.59

### **8.0 Switch and Derail Information**

#### **8.1 Bensenville Hump area**

The cross over between the hump lead and the arrival track is equipped with powered switches controlled by the hump yardmaster. If the requested route line up cannot be provided by the hump yardmaster, the hump yardmaster may authorize the switch to be lined by hand similar to switches at the west end of the classification yard.

### **8.2 LOCATION OF ELECTRIC LOCKS**

Station	MP	Location of Switch
Hanson Park	7.4	Rubenstein Lumber NO 1 MT
Mars	8.8	Dunning Spur from NO 1 MT
Mars	8.9	Mars Spur from NO 3 MT
Mannheim	14.1	Spud House Spur off NO 1 MT
Bensenville	16.5	Spur from NO 1 MT
Itasca	20.3	Continental Web from NO 1 MT
Itasca	21.2	E end XO - NO 2 & NO 1 MTs
Itasca	21.2	W end XO - NO 2 & NO 1 MTs
Itasca	21.37	East end of MW track NO 2 MT
Itasca	21.64	West end of MW track NO 2 MT
Itasca	22.1	E end industry park NO 1 MT
Itasca	22.8	W end industry park NO 1 MT
Roselle	25.1	E end Schaumburg Ind NO 1 MT
Roselle	25.8	W end Schaumburg Ind NO 1 MT
Schaumburg	26.8	Turnberry Lakes NO 2 MT
Spaulding	32.6	E end Spaulding yd NO 2 MT
Spaulding	33.3	W end Spaulding yd NO 2 MT
Elgin	36.7	Vandenberg Foods NO 2 MT
Almora	38.5	MW track from NO 2 MT
Almora	39.3	Seigles Track from NO 1 MT



## ELGIN SUBDIVISION

### 9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

Not Applicable

### 10.0 Other Tracks

#### 10.1 Other Tracks Not Shown as Stations

Station Number	Location	Mile Post	Switch at
4548	Itasca Park	22.5	Both ends
4552	Schaumburg Park	25.5	Both

#### 10.2 Bensenville Engine Service Track

A crew member on an inbound train, transfer or industrial assignment will contact the contact Mechanical Service Supervisor (MSS) on Channel 2 (AAR 24) for engine service track placement instructions, indicating locomotives in the consist, all known defects, and the time the engine consist was placed onto the service track.

When taking locomotives from a service track, a crew member will advise the MSS of the time locomotives are removed.

#### 10.3 One Spot Repair Yard (Car Shop Repair Area)

At Bensenville Yard, the "One Spot Repair Shop" consisting of four tracks is located just south of the General Yard office.

Beginning at the north, the tracks are designated A, B, C, and D. The switches at both ends of these tracks are equipped with electric locks. Switch crews will use radio channel 1 (AAR 84).

On the east end of each track, a hand operated derail is located at the clearance point and an electrically operated derail is located 525 feet west of the clearance point. The electric switch locks and derails are controlled from a panel in the repair shop. The electric switch locks will be released and electric derails operated only by mechanical shop personnel in the repair shop.

A spring switch located on each track 100 feet west of the repair shop building acts as a derail for eastward movements against the points and is equipped with a hand throw lever and locked with a mechanical car department lock.

Engines must not operate in light movement or shove cars west of the electric derails on the east end or east of the spring switch derail on the west end except when authorized by the supervisor in charge of the repair shop and under their personal guidance after derail has been lined for the movement.

## ELGIN SUBDIVISION

Mechanical Services will apply hand brakes to the two west cars on the west ends of A, B, C, and D. Prior to any movement of cars or engines on the runaround track is allowed to move past the west end of tracks A, B, C or D, a crew member must inspect these tracks at the west end of the One-Spot Repair Yard to ascertain that all cars are clear of any adjacent track and make an inspection of the west two cars on each track to ensure that two handbrakes are applied as prescribed until such time cars are removed from these tracks.

At the east end, a sign reading "SPOT LEAD WHEEL HERE" is located approximately 15 to 20 feet east of the electric derail and another sign reading "CUT OFF POINT" is located near the clearance point on each track. LENGTH OF TRACK BETWEEN DERAILS - APPROXIMATELY 430 FEET.

When yard crew is ready to place bad order cars on any of the four tracks, a member of the crew must:

1. Contact supervisor in charge of repair shop for release of the electric lock.
2. When lock has been released by mechanical shop personnel at the repair shop, open door of electric lock and move lever to the left until panel indicates "unlocked." Then line switch and hand operate derail for the track involved.
3. Spot the cut of bad order cars with the lead wheel at the sign reading "SPOT LEAD WHEEL HERE". All cars must be contained between the "CUT OFF POINT" sign and the electric derail. If any part of the east car extends east of the "CUT OFF POINT" sign, that car must be removed from the track.  
**Note:** Handbrakes must be applied at all times on all tracks.
4. After engine is clear of the track involved, the hand operated derail and switch must be lined in normal position, lever in box operated to the right, door of electric lock box closed and locked and mechanical shop personnel notified accordingly.

When ready to pick up cars off any track at the west end, a member of the crew must:

1. Contact mechanical shop personnel in repair shop for release of the electric lock and when lock has been released by the mechanical shop personnel, open door of electric lock and move the lever to the left. Then line switch for the track involved.

**Note:** In order to pull cars off "B" rip, both "A" and "B" switches must be unlocked.

**Note:** Signs posted on all tracks 150 feet west of the repair shop read "IF CARS ARE BEYOND THIS POINT CONTACT CAR SHOP FOREMAN".

ELGIN

## ELGIN SUBDIVISION

### Other Tracks - continued

2. After cars have been picked up and the movement is entirely clear of the track involved, switch must be lined to normal position, lever in box operated to the right, door of lock box closed and locked and mechanical shop personnel notified.

**THERE MUST BE NO FAILURE TO RELINE HAND OPERATED DERAIL AND SWITCH TO NORMAL POSITION AND CLOSE AND LOCK THE DOOR OF THE ELECTRIC LOCK.**

When placing cars on run around track at One Spot at least one of the two road crossing must be cut.

### 11.0 General Information

#### 11.1 Calling of Restrictions Rule 1.47

Special Instructions Rule 1.47 does not apply on the Elgin in these areas GCOR Rule 1.47 Item 3 applies, except Metra trains will be governed by below instructions for their train movements.

#### METRA Trains - Rule 1.47 Observe and Call Signals

Metra trains operating on C&M Sub between Chicago Union Station and Rondout, Fox Lake Sub and Elgin Sub will be governed by the addition to Rule 1.47 Duties of Crews Members new Item D.

**D. Observe and Call Signals** If an engineer is solely occupying the control compartment of a train, they must verbally communicate to a promoted crew member on the train the name or aspect of:

- All absolute signals displaying an aspect less favorable than Clear
- All signals governing the approach to absolute signals displaying an aspect less favorable than Clear.
- All signals displaying an Approach or less favorable signal indication where the Maximum Authorized Speed is greater than 30 MPH.

Each communication must be acknowledged by the crew member on the train. If the crew member fails to acknowledge the communication, the engineer must determine the reason for failure to acknowledge prior to leaving the next scheduled passenger stop.

Communication will include:

- Train Identification.
- Name or Aspect of signal.
- Location of signal.
- Track designation, if in multiple track territory.

## ELGIN SUBDIVISION

If the engineer fails to properly control the speed of the train the crew member must immediately communicate with the engineer. If necessary the crew member must stop the train. If the next signal in advance changes to a more favorable indication, the engineer must communicate the change to the crew member on the train. If the radio is inoperative, the communication must be made by intercom, public address system or in person. Verbal communication is required. Use of the buzzer or communicating signal is prohibited.

#### 11.2 Bensenville Intermodal

Intermodal Operations Coordinators will have jurisdiction over all movements within the following locations:

- Bensenville intermodal Facility
- Schiller Park Facility

Contact with this position can be made via radio AAR channel 065-065

On intermodal tracks 4 through 9 orange flags are displayed at derail locations to indicate tracks are being used by employees of the Intermodal operating contractor. These orange flags are also equipped with orange flashing lights for night time use. When so protected, before switching is done on the track(s) protected, permission must be obtained from the Operating Contractor foreman in charge who will be responsible for removal of the flags and their replacement after switching is completed.

#### 11.3 Yardmaster's Area of Responsibility

The Bensenville Hump Yardmaster supervises and directs crews within the following areas:

- Arrival Yard (A)
- Classification Yard (C)
- F-Yard tracks F7 through F20
- All leads on the west end of Bensenville Yard excluding the West yard tracks FW1 through FW24
- Trains departing westward from D or F yards.
- Route to access or depart West Yard

The Bensenville General Yardmaster supervises and directs crews within the following areas:

- All D yard tracks
- F-Yard tracks F1 through F6
- All leads on the east end of Bensenville Yard in its entirety

When on duty, the Industry Yardmaster supervises and directs crews within the following areas:

- Movements with the Bensenville West Yard.

**Note:** Industry yardmaster assignment 2<sup>nd</sup> shift (1400 – 2200) Monday through Friday. All other times handled by the Hump Yardmaster.

## ELGIN SUBDIVISION

### General Information – continued

All trains arriving Bensenville Yard operating over the Elgin Subdivision or C&M Subdivision via tower B17 will operate under instruction of the Hump Yardmaster at Bensenville.

Arriving trains must be prepared to give the appropriate Yardmaster all necessary information concerning your train.

**Note:** "Necessary information" must include documentation of any Alert Car(s)/RSSM shipment. If a train contains Alert Car(s)/RSSM a shipment which requires a Positive Chain of Custody for foreign line railroads it must take place prior to cutting off the locomotive consist.

This documentation must include:

- Car(s) initials and numbers
- Conductor's/foreman's first and last name
- First and last name of General Yardmaster.
- Date and time.

Location (yard and track number cars are placed).

### 11.4 Metra Trains

Metra Director Operations has jurisdiction over all METRA passenger train service, including schedules, train and engine crew assignments, power and equipment distribution and METRA Control Operators

METRA passenger trains will be governed by CP Rules, Timetable and General Orders.

Schedules of METRA trains operating on the Elgin Subdivision are indicated in the METRA commuter operations train schedules or METRA public timetable.

Employees concerned or whose duties are affected by the movement of these must provide themselves with a copy. Schedules indicated in the Metra commuter operations train schedules or Metra public timetable do not convey movement authority.

METRA trains must not depart stations before time shown in current METRA commuter operations train schedules or METRA public timetable.

### 11.5 Receiving and Discharging Passengers.

**Franklin Park** - Train or engine movements on 3 lead approaching Franklin Park passenger station stop will monitor radio Channel 2 (AAR 94) until station is passed.

## ELGIN SUBDIVISION

### 11.6 Movement Information

**Cicero Ave.** - Westward movement on BRC approaching Archer Ave destined for CP will contact CP Elgin train dispatcher and furnish the following information:

- Train identification,
- Name of Conductor and Engineer,
- Time on duty,
- Engine identification and unit numbers in consist,
- Load, empties, tonnage and length of train,
- Any information on cars requiring special handling or restrictions.

Either the Conductor or lead locomotive's radio will remain on the BRC radio frequency at this location to enable contact with the BRC North train dispatcher until clear of the BRC.

### 12.0 Hump and Classification Yard Instructions

#### 12.1 Operation of The Hump and Classification Yard

The Hump Yardmaster will provide verbal instructions to crews regarding required movements to commence and perform humping operations, trimming operations, and authority to approach hump crest.

Stop signs installed at the hump crossing, it is permissible to proceed with caution after stopping to cross over hump lead at the west end of the classification yard adjacent to the hump tower. No longer required to obtain permission to cross.

Engineers must avoid use of locomotive sanders in switch and retarder areas. Engine(s) must not be left standing on any group of retarders or on the hump lead cut detector.

A speed not exceeding 4 MPH and use of the Quantum Hump Control device, when available will be used when required to shove eastward or pull westward past the crest of the hump.

Crew must know that cars are coupled before moving cars over hump.

Hump Yardmaster and Hump Foreman must closely monitor switch list and score board to verify hump list accuracy before releasing cars from the hump crest.

Any stalled cars between Switch 330 and Switch 332 in the Classification Yard must be cleared from the west end Classification Yard prior to any other car being released from the crest of the hump, this action to be taken regardless of target track for cars trailing any cars stalled in this area. In the event that cars are stalled between Switch 330 and Switch 332, the hump Pro-Yards computer will not be placed in TRIM MODE for any reason other than to place the stall into the clear on a classification track.

ELGIN



## ELGIN SUBDIVISION

### Hump and Classification Yard - continued

Hump Yardmaster and Hump Foreman must know that cars are moving over the hump crest at proper speed to ensure that appropriate car spacing can be maintained to allow for correct automatic switch operations, recommended not to exceed 1.8 MPH.

Hump Yardmaster must ensure that the ProYards System is in "Hump Mode" when cars are released from the hump crest. Cars must NOT be released from the hump crest or the C-yard west ladder lead area with the ProYards System in "Trim Mode". All other moves into the bowl from the west end must be made while the ProYards System is in "Trim Mode" and crew must closely watch for tracks fouling and proper switch alignment as the ProYards System does NOT provide protection in "Trim Mode".

Anytime the Hump is not actively humping or trimming, the Pro Yard Hump computer should be set into Idle mode.

While in Trim Mode it is not allowed to perform normal humping procedures under any circumstances. While in Trim Mode, Pro-Yards does not provide protection with track circuits against cornering incidents, therefore any movements made while in trim mode must be controlled with the locomotive attached. Cars may be released and allowed to move under their own momentum only when the Pro-Yards system is in the Hump Mode. When there is no movement immediately available to be made in either Hump Mode or Trim Mode, the Pro-Yards system must be placed in Idle Mode.

Do not release cars that weigh more than 130 tons, or cuts of cars that contain a car weighing greater than 130 tons into a clear track when wind speed of 25 MPH or greater exists, and that wind is trailing or capable of pushing cars as they roll into the Class yard under their own momentum.

When multiple loads are shoved from the crest of the hump into classification tracks with a locomotive attached and then released to roll under their own momentum, they are to be released at a speed no greater than 4 MPH or walking speed.

When the hump cut is completed, the Hump Yardmaster should not override the hump to idle transition.

## ELGIN SUBDIVISION

### 12.2 Operation of The Hump and Classification Yard

Hump Yardmasters will establish block protection for crews or other employees entering or working on C-Yard tracks, recording engine number or conductor or department or foreman information in the ProYards-II log system. Crews are to confirm with the Hump Yardmaster that the required block protection in the Pro-Yard System has been provided prior to entering any of the Class Yard Tracks. Crew members must get authority from the Hump Yardmaster before operating dual control switches by hand in the C – Yard.

Cars on tracks in the Classification yard must not be shoved without first receiving permission from the Hump Yardmaster.

Rule 7.4 applies when shoving tracks in the bowl. When shoving a track you must ensure the track is coupled and point protection is provided. When closing a gap or trimming a track, employees must comply with the requirements of Rule 6.5 until they are kicked.

In the event a car or cars should move beyond the fouling point, an employee noting the condition must immediately notify the Hump Yardmaster and take action to protect other movements until car(s) have been moved clear of the fouling point.

Cabooses must not be humped. Cabooses on the hump crest will be placed on the North Escape track and pulled west when track is set over.

Multi-axle cars, ie., articulated multi-levels and multi-platform flats, in excess of four (4) axles per rail car, MUST be released from the hump crest as a single car cut.

### 12.3 Switch Target Indicators

Targets at all switches in hump and classification yard show green for right hand movements and yellow for left hand movements in the facing point direction.

### 12.4 Hump Whistle Signals

**One Long Blast** – Detected over speed, determine source and correct.

**Two Long Blasts** – Notice to crews of start of hump process.

**Canadian Pacific US EAST REGION Timetable NO 201**  
**Chicago Sub Module 33**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Sabula Jct	CHICAGO SUBDIVISION STATION PAGE TrAM Area 1 Sabula Jct to Plum  TrAM Area 4 Plum to Pingree Grove # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
2.06		J	YL (ABS)	101.2	(West end 2 MT) (Jct Elgin Sub) # RANDALL ROAD (East end DT)	40.3	40.3 to 41.9				
	04561			99.6	1.6 PINGREE GROVE (West end DT)	41.9					2.06
3.97	04559			90.6	9.0 HAMPSHIRE	50.9				53.0	
	04563		T	83.6	7.0 ESS GENOA GENOA WSS GENOA	57.0 57.9 58.8		9926		73.6	
2.06	04568	ABJT		61.6	22.0 ESS DAVIS JCT DAVIS JCT (Jct & Crossing Illinois Railway) WSS DAVIS JCT	78.1 79.9 79.8		8300		98.6	3.08
	04571		W	40.2	21.4 ESS ADELINE ADELINE WSS ADELINE	99.7 101.3 101.4		8000			
	04573			23.0	17.2 ESS KITTREDGE KITTREDGE WSS KITTREDGE	117.4 118.5 119.7		11369			
				5.4	17.6 PLUM	136.1				123.5	
4.2	04580	A		3.7	1.9 EAST SAVANNA (East end of DT)	137.8					
	04581	ABJ	C (ABS)	3.2	0.3 SAVANNA (Jct and Crossing BNSF)	138.3					
				1.5	1.7 WEST SAVANNA (West end of DT)	140.0					2.06
		I		0.8	0.7 # SABULA DRAWBRIDGE	140.7					
		T	T	0.6	0.2 # ISLAND (Jct Bay Sub)	140.9					
	04583	T	C	0.0	0.6 # SABULA JCT (Jct Davenport Sub)	141.5					

**CHICAGO**

## CHICAGO SUBDIVISION

### 1.0 Radio

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emer- gency
Road	065-065	6	*61#	911
Yard	088-088			
Elgin Dispr	094-094	7	*71#	911

#### 1.2 Telephone

Iowa Operations Supervisor ..... 612-851-5742  
 CPR Elgin Dispatcher ..... 612-904-5834  
 CPR Tower B17 Operator ..... 630-860-4401  
 COTD ..... 612-851-5740

### 2.0 Speed

2.1 MAXIMUM SPEED	MPH
MP 40.3 – MP 43.5 .....	30
MP 43.5 – MP 55.0 .....	40
MP 55.0 – MP 63.0 .....	30
MP 63.0 – MP 137.8 .....	40
MP 137.8 - MP 141.5 .....	25
Pingree Grove Spring Switch End of DT .....	25
Davis Jct. Turnouts and Siding .....	25
East Savanna Turnout End of DT .....	25
West Savanna Turnout End of DT .....	25
Savanna BNSF Transfer and Track #2 .....	5

#### 2.2 Cold Weather Speed Restrictions

Temperature -15 degrees F or colder  
 MP 63 to MP 141.5 ..... 35  
 Temperature -30 degrees F or colder  
 MP 40.3 to MP 63.0 ..... 35  
 Unless more restrictive speed in effect

#### 2.3 Hot Weather Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

#### 2.4 Speed Test Sections

MP 113.0 to MP 116.0

## CHICAGO SUBDIVISION

### 3.0 Tabular General Bulletin Order/Track Bulletins

**3.1** All crews that will be operating on BRC Main Tracks must obtain a copy of the current BRC Daily Operating Bulletin before departing their initial terminal, unless otherwise instructed.

**3.2** Crews operating on the IHB must have the current IHB Daily Operating Bulletin in their possession.

**3.3** Crews must call CPR dispatcher and cancel CPR TGBO's when clear of limits.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Automatic Block System from Randall Road to West Savanna.  
 Centralized Traffic Control is in use between West Savanna to Sabula Jct.

#### 4.2 Authority

Between West Savanna and Sabula Jct – CTC rules are in effect.

Track Warrant Control is in use between Pingree Grove to West Savanna.

#### 4.3 Main track Designation:

Double Track is in use between Randall Road and Pingree Grove and between East Savanna and West Savanna. Beginning at the north the tracks are designated Westward and Eastward Track.

Single Main Track between Pingree Grove and East Savanna and between West Savanna and Sabula Jct.

#### 4.4 Yard Limits

West MP	East
MP	
41.9 .....	Pingree Grove/Randall Road ..... 40.3

#### 4.5 Interlockings

**Savanna** – Automatic Interlockings are located at MP 137.8 and MP 138.3. GCOR Rule 9.12.3 applies, except that notification must be made to the Operations Supervisor prior to occupying the East Savanna interlocking at MP 137.8.

The automatic switch located at MP 137.8 is part of the automatic interlocking plant. GCOR Rule 9.12.3 applies. When the signal controlling movement displays a **STOP** indication, the time release must be operated per instructions located in the release box. The switch must be in the power **OFF** position and the switch operated by hand when performing switching.

**CHICAGO**



## **CHICAGO SUBDIVISION**

### **5.0 Equipment restrictions and Securement Exceptions**

#### **Equipment Restrictions**

Not Applicable

#### **Securement Exceptions**

##### **5.1 Davis Jct.**

Minimum 2 hand brakes Savanna Main Tracks, track 1 and track 2 between MP 136.1 (Plum) and MP 140.0 (West Savanna) - Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

### **6.0 Movement Over Public Crossings**

Not Applicable

### **7.0 Quiet Zones**

Not Applicable

### **8.0 Switch and Derail Information**

#### **8.1 Pingree Grove/ Genoa - Radio Activated Switches (RAS)**

MP 41.9 Pingree Grove		
(West End of DT)		
Normal Command	44261	
Reverse Command	44263	
Switch Query	44265	

Pingree Grove RAS is also equipped with a push button located in a box mounted on the signal case. Other references in the timetable referring to the operation of ESS and WSS Genoa will also apply at Pingree Grove.

WSS Genoa Normal Command	44461
WSS Genoa Reverse Command	44463
ESS Genoa Normal Command	44641
ESS Genoa Reverse Command	44643

GCOR Rule 8.21 is modified as follows for RAS Genoa:

WSS and ESS Genoa are equipped with dual control switches. RAS can be remotely controlled by train crew by using the radio keypad on the road channel, or by using a push button located at the switch in a box mounted on the signal case. Movement over the switches will be governed by (ABS) Westward and Eastward signals.

## **CHICAGO SUBDIVISION**

### **Operation:**

1. After passing the wayside sign reading "Switch Control" placed two miles from RAS, crew must enter the keypad sequence for the desired switch position and must receive radio confirmation that the switch is properly lined for movement.
2. ESS and WSS Genoa RAS will be governed by (ABS) signals marking the OS limits of the location. In order to command the switch by the radio or push button located at the switch, the limits of the OS section must not be occupied.
3. A train must approach an RAS prepared to stop until the ABS signal displays that the switch is properly lined for movement.
4. If a train has not passed the ABS signal at the requested switch within 15 minutes after a confirmation message is received that the switch is properly lined for movement, the train must approach the RAS prepared to stop.
5. If the ABS signal displays an indication for a switch position other than the position desired by the train crew, train must stop outside the OS limits of the RAS and:
  - A. Wait 15 minutes then command the switch for the desired position,
  - or
  - B. Permission to operate the dual control switch by hand in accordance with GCOR Rule 9.13.1 is granted without having to contact the Operations Supervisor.
6. If radio confirmation is received that the switch is properly lined for movement and the ABS signal displays a red or dark aspect, the crew must:
  - A. Stop train and inspect the switch, and report to the Operations Supervisor.
  - B. Permission to operate the dual control switch by hand in accordance with GCOR Rule 9.13.1 is granted, but Operations Supervisor must be notified.
7. A crew member must repeat radio messages received from an RAS. Crew members are relieved from reporting RAS positions to Operations Supervisor in ABS territory.

**CHICAGO**

## CHICAGO SUBDIVISION

### 9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

#### 9.1 Trackside Warning Detector Locations

Milepost	Type of Detector	Call Back
53.0	HBD/DED	N/A
73.6	HBD/DED	N/A
98.6	HBD/DED	N/A
129.5	HBD/DED	N/A

#### 9.2 Bad Order Set Out Tracks

Bad order cars should be spotted between the fluorescent yellow paint marks.

Savanna ..... MP 137.5 Track 2 east 500 feet from east switch.

Savanna ..... MP 138.1 Depot stub tracks west switch only.

### 10.0 Other Track

#### 10.1 OTHER TRACKS NOT SHOWN AS STATIONS

Station Number	Location	Mile Post	Switch at
04563	Genoa House Track	58.9	East end
04565	Kingston	62.6	East end
04566	Kirkland	67.3	Both ends
04567	Monroe Center	75.4	West end
04569	Byron	88.9	Both ends
04570	Leaf River	96.8	West end
04572	Forreston	106.8	East end
04576	Lanark	119.9	East end
04577	Mt. Carroll	127.8	West end
04574	Red Barn	129.3	East end

## CHICAGO SUBDIVISION

### 11.0 General Information

#### 11.1 Savanna

Before operating over the BNSF Transfer Track, the Engineering Dept. must be notified to grease the 14 degree curve.

CHICAGO

**Canadian Pacific US EAST REGION Timetable NO 201  
Rockford Sub Module 34**

Haulage Factors Northward	Station Number	Rule 4.3	Method of Operation	<div>NORTHWARD ↓</div> <div>Distance From End of CP Track</div>	ROCKFORD SUBDIVISION STATION PAGE TRAM AREA 1	<div>SOUTHWARD ↑</div> <div>Mile Post Location</div>	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Southward		
2.53	04568	ABJT	T W C	45.3	(Jct Chicago Sub) DAVIS JCT (Jct Illinois Railway) 12.9	0.0					1.39		
	BETWEEN DAVIS JCT AND MP 22.4 BE GOVERNED BY ILLINOIS RAILWAY TIMETABLE AND SPECIAL INSTRUCTIONS												
	BETWEEN MP 22.4 (Busby St.) AND ROCKFORD BE GOVERNED BY CN TIMETABLE AND SPECIAL INSTRUCTIONS												
2.58	00534	JY	T   W   C	32.4	ROCKFORD (Jct Illinois Railway) 3.0	12.9	12.9 to 14.5	YARD			2.06		
				29.4	HALSTED 14.8	15.9							
	00531	BY		14.6	WEST YARD 0.2	30.7							
		JY		14.4	STATE LINE (Jct UP) 1.3	30.9	29.0 to 45.3	YARD					
		JY		13.1	BELOIT JCT (Jct RSW Spur) 13.1	32.2							
				0.0	(End of CP Main Track) 0.5	45.3							
	BETWEEN MP 45.3 AND JANESVILLE BE GOVERNED BY WSOR TIMETABLE AND SPECIAL INSTRUCTIONS												
2.06	00526		TWC	0.0	JANESVILLE	45.8		YARD					

## ROCKFORD SUBDIVISION

### 1.0 Radio and Telephone

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emergency
Road	065-065	6	*61#	911
Illinois Railway	083-083			
UP	062-062			
CN	043-043		7	
WSOR	069-069			

Beloit - UP trains must operate on AAR 065-065.

#### 1.2 Telephone

Iowa Operations Supervisor .....612-851-5742  
 COTD .....612-851-5740  
 IR Corporate Office .....888-879-1229  
 IR Train Dispatcher .....800-553-9204  
 CN Desk 7 Dispatcher .....800-711-3477  
 UP Janesville Yard .....608-755-6234  
 WSOR Dispatcher .....414-438-8838 ext. 223  
 WSOR Janesville Yard .....608-757-3232

## ROCKFORD SUBDIVISION

### 2.0 Speed

#### 2.1 Maximum Speed

**MPH**

MP 12.9 - MP 24.0 ..... 10  
 MP 24.0 - MP 31.0 ..... 25  
 MP 31.0 - MP 45.4 ..... 10  
 Through turnout of switches and tracks other than main track, not otherwise specified ..... 10  
 Rockford Reload Center, South Track ..... 5  
 Rockford yard ..... 5

#### 2.2 Cold Weather Speed Restrictions

Temperature -15 degrees F to -25 degrees F  
 Entire Sub ..... 25 MPH

Temperature -25 degrees F or colder  
 Entire Sub ..... Inspect Ahead of Each Train, 10 MPH  
 Unless more restrictive speed in effect

#### 2.3 Hot Weather Speed Restrictions

Not Applicable

#### 2.4 Speed Test Sections

Not Applicable

**ROCKFORD**

## **ROCKFORD SUBDIVISION**

### **3.0 Tabular General Bulletin Order/Track Bulletins**

#### **3.1 Illinois Railway (IR)**

All CP MW and train crews that need to occupy the Illinois Railway main track between Davis Junction and MP 21.55 (Harrison Ave), must contact the RailTerm Dispatcher at 800-553-9204 to obtain a track warrant.

Every member of every crew operating on IR property must have a copy of the most current DOB on their possession. Contact the RailTerm Dispatcher at 800-553-9204 to verify or obtain a current DOB.

#### **3.2 CP/WSOR Janesville**

Between End CP Main Track at MP 45.3 and Janesville, be governed by WSOR Timetable rules and instructions. CP trains must attempt to contact the WSOR Dispatcher or Yardmaster prior to occupying WSOR track to obtain bulletins from WSOR. If unable to contact the Dispatcher or Yardmaster, proceed in accordance with GCOR Rule 6.13.

### **4.0 Block System/Authority/Track Designation**

#### **4.1 Block System**

Not Applicable

#### **4.2 AUTHORITY**

Track Warrant Control is in use between Davis Jct and Janesville.

#### **4.3 Main Track Designation**

Single Main Track between Davis Jct and Janesville.

#### **4.4 Yard Limits**

North MP	South MP
14.5.....Rockford.....	12.9
45.3.....West Yard/Beloit .....	29.0

#### **4.5 Interlockings**

**Davis Jct** – Automatic Interlocking with Illinois Railway

## **ROCKFORD SUBDIVISION**

### **5.0 Equipment Restrictions and Securement Exceptions**

#### **Equipment Restrictions**

##### **5.1 Entire Sub**

The following conditions apply when handling six-axle locomotives:

1. Restriction applies to DM&E and foreign railroad six-axle locomotives.
2. Operations Supervisor's Office must notify Engineering Department prior to assigning six-axle units to train consists.
3. No more than one 6 axle locomotive at a time shall be hauled in a consist.
4. Locomotive must be hauled dead in consist.
5. Movement of six-axle locomotives is restricted to Main Track between Davis Jct. and Janesville.

##### **5.2 Rockford**

No Clearance: UP overhead bridge at MP 13.1 do not ride on sides of cars.

#### **Securement Exceptions**

##### **5.3 Rockford**

Yard minimum 1 hand brake

All tracks between MP 12.9 (Rockford) and MP 45.3 (end CP main track) - Minimum 1 hand brake on cars plus hand brake applied on each unit in locomotive consist.

##### **5.4 South Beloit Yard**

Minimum 1 hand brake

### **6.0 and Movement Over Public Crossings**

Not Applicable

### **7.0 Quiet Zones**

Not Applicable

### **8.0 Switch and Derail Information**

#### **8.1 Beloit Junctions**

The following main track switches may be left lined and locked in either position:  
Junction switch

#### **8.2 West Yard/Beloit**

The following main track switches may be left lined and locked in either position:  
North siding switch  
South siding switch

Canadian Pacific US EAST REGION Timetable NO 201  
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**ROCKFORD SUBDIVISION**

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**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

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Not Applicable

**10.0 Other Tracks**

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**10.1 FRA Excepted Track Rule 6.12**

Applies between:

MP 33.0 and MP 45.3

And

RS&W Spur at Beloit Jct - MP 67.5 and  
MP 65.25

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**ROCKFORD SUBDIVISION**

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**11.0 General Information**

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**11.1 Rockford**

Property line between IR and CP trackage is located at MP 12.9.

**11.2 Beloit**

UP trains must operate on AAR 65.

UP has trackage rights on the R&SW Spur and on the Rockford Subdivision Main Track between State Line and MP 33.4.

**ROCKFORD**

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**ROCKFORD**



**Canadian Pacific US EAST REGION Timetable NO 201  
Davenport Sub Module 35**

Haulage Factors Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓ Distance From Nahant	DAVENPORT SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	NORTHWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Northward
2.02	04583	T	C	54.2	# SABULA JCT (Jct Marquette and Chicago Subs)	141.5				150.0	
			T		12.2						
	04584		C	42.0	# Deer Creek North <b>DEER CREEK</b> # Deer Creek South	152.5 153.7 153.8					
	04587	BIJ	T	37.7	# CLINTON (Jct and Crossing UP)	158.0					
3.36	04588	J	T	33.7	NSS Camanche <b>CAMANCHE</b> (Jct UP) SSS Camanche	160.3 161.0 162.0		8723		179.2	2.84
	04590		W	23.3	10.4 <b>PRINCETON</b>	172.4					
	04591		W	17.6	NSS Le Claire SSS Le Claire <b>LE CLAIRE</b>	176.9 178.0 178.1					
	04592		W	11.7	5.9 <b>PLEASANT VALLEY</b>	184.0					
	04594		C	7.6	NSS Bettendorf <b>BETTENDORF</b> SSS Bettendorf	187.65 188.1 189.4					
	04598		C	4.5	3.1 <b>WATERWORKS</b> (Jct Eldridge Sub)	191.2					
			YL	2.2	2.3 <b>NORTH WYE SWITCH</b> (Jct BNSF)	193.5					
		JTY	YL	1.9	0.3 <b>SOUTH WYE SWITCH</b> (Jct BNSF)	193.8					
	04600	BY	YL	1.7	0.2 <b>WEST DAVENPORT</b>	194.0					
			YL	0.0	1.7 <b>NAHANT</b>	195.7					
4.83	04640	BTY					193.0 to 195.7	YARD			3.97

**DAVENPORT SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	OS Call In	Emergency
Road	065-065	7	*71#	911
Nahant Yard	088-088			
West Davenport Yard	028-028			
UP Dispr Clinton	062-062		*43	
BNSF Crescent	074-074			

**DAVENPORT SUBDIVISION**

BNSF crews operating on CP trackage between Clinton and West Davenport must continuously monitor radio channel 065-065.

**1.2 Telephone**

Iowa Operations Supervisor ..... 612-851-5742  
UP Dispatcher 12..... 402-636-1863  
BNSF Operator – Crescent Bridge ..... 309-788-0941  
COTD ..... 612-851-5740

**DAVENPORT**

## DAVENPORT SUBDIVISION

### 2.0 Speed

<b>2.1 MAXIMUM SPEED</b>	<b>MPH</b>
MP 141.5 – MP 153.8 .....	40
MP 153.8 - MP 160.0 .....	20
MP 160.0 – MP 190.0 .....	40
MP 190.0 - MP 194.0 .....	25
MP 194.0 - MP 195.7 .....	25
Through turnout of switches and tracks other than main track, not otherwise specified .....	10
MP 157.8 - Clinton UP Interlocking Crossovers .....	20
MP 185 Mid-American Energy on all tracks inside the gate .....	5

### 2.2 Cold Weather Restrictions

Temperature minus -15 degrees F or colder  
 Entire Sub .....35 MPH  
 Unless more restrictive speed in effect

### 2.3 Hot Weather Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

### 2.4 Speed Test Sections

MP 164.0 to MP 167.0  
 MP 184.0 to MP 187.0

## 3.0 Tabular General Bulletin Order/Track Bulletins

### 3.1 Davenport Sub

Provisions of Rule 6.2 apply.

### 3.2 UP and BNSF Trains

UP and BNSF crews operating on the CP trackage must have current CP TGBO.

## 4.0 Block System/Authority/Track Designation

### 4.1 Block System

Centralized Traffic Control is in use between Sabula Jct. and Deer Creek.

Automatic Block System is in use between West Davenport to Nahant.

## DAVENPORT SUBDIVISION

### 4.2 Authority

Between Sabula Jct. and Deer Creek, CTC rules are in effect.

Track Warrant Control is in use between Deer Creek and MP North Wye Switch.

Radio blocking per GCOR rule 14.4.1 in effect

**Crescent Bridge** - Eastward movements from North Wye Switch or South Wye Switch to the Crescent Bridge will be governed by BNSF and IAIS rules and instructions.

Contact the BNSF bridge operator on radio channel 074-074 prior to occupying bridge.

### 4.3 Main Track Designation

Single Main Track between Sabula Jct and Nahant

### 4.4 Yard Limits

<b>North MP</b>	<b>South</b>
<b>MP</b>	
193.0 .....	Nahant
	Nahant (Ottumwa Sub) ..... 198.6

#### Yard Limits Nahant

All movements must be made at restricted speed regardless of block signal indication within yard limits. Prior to occupying the main track in yard limits, all trains and engines must have copies of the current track bulletins and contact the Supervisor Operations to ascertain the location of approaching trains.

GCOR Rule 9.17 does not apply to the Main Track switches.

### 4.5 Interlockings

**Clinton** – Manual Interlocking controlled by UP Train Dispatcher 12 in Omaha.

**Note:** Maintenance of Way crews prior to occupying the UP manual interlocking must obtain foul time from UP Train Dispatcher.

## 5.0 Equipment Restrictions and Securement Exceptions

### Equipment Restrictions

#### 5.1 Clinton

Six axle locomotives not permitted on the BN Bullpen Track

#### 5.2 Pleasant Valley

Six axle locomotives not permitted on the following tracks:

Graffico Industry Track, Olympic Steel Industry Track and Americold North Track and South Track

#### 5.3 Bettendorf

80 foot car restriction on Scale Tracks.

Six axle locomotives not permitted on the following tracks:

Scale Track, Barton's, North and South end of Alcoa

## **DAVENPORT SUBDIVISION**

### **Equipment Restrictions and Securement Exceptions - continued**

#### **5.4 Davenport**

Six axle locomotives not permitted on the following tracks:

Aspen Spur, Piggyback Tracks, Alter Tracks, Blackhawk Spur and Davenport Machine Track

#### **5.5 West Davenport**

Murray Floral - Do not ride sides of cars at Piggyback Ramp due to no clearance.

Employees are prohibited from riding on the sides of equipment between track 5 and 6 due to close clearance.

#### **5.6 Princeton**

Six axle locomotives not permitted on the Shaffton Industry Track

### **Securement Exceptions**

#### **5.7 Nahant Yard**

Minimum 1 hand brake

#### **5.8 W. Davenport Yard**

Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

#### **5.9 Bettendorf Yard**

North and South tracks - Minimum 1 hand brake

#### **5.10 Clinton Yard**

Minimum of 1 hand brake

#### **5.11 Other Station Exceptions**

<b>STATION</b>	<b>REQUIRED HAND BRAKES</b>	<b>TRACKS</b>
Bettendorf	1 car plus all units	MP 187.6 - MP 189.4 - Main and Siding
Pleasant Valley	2 cars plus all units	MP 184.0 - Main and Pass Track
Le Claire	2 cars plus all units	MP 176.0 - MP 176.9 - Main and Siding
Princeton	2 cars plus all units	MP 172.1 - MP 172.4 - Main and Auxiliary
Camanche	2 cars plus all units	MP 160.5 - MP 162.7 - Main and Siding
Deer Creek	2 cars plus all units	Main and Controlled Siding

At all other locations, unless specified above, minimum 3 hand brakes on cars plus all units.

## **DAVENPORT SUBDIVISION**

### **6.0 Movement Over Public Crossings**

#### **6.1 Princeton**

All movements on the auxiliary track must activate automatic warning device for 20 seconds prior to occupying Lost Grove Road grade crossing, MP 172.4.

#### **6.2 Bettendorf**

All movements on the siding must activate automatic warning device for 20 seconds prior to occupying 12<sup>th</sup> Street grade crossing, MP 189.1.

The effective length of the siding between 23<sup>rd</sup> Street and 13<sup>th</sup> Street is 3,951 feet.

### **7.0 Quiet Zones**

Not Applicable

### **8.0 Switch and Derail Information**

#### **8.1 West Davenport**

The following main track switches may be left lined and locked in either position:

Nahant Industry Track MP 194.0  
Main Track MP 193.9 (Yard Lead)  
Rock main MP 193.9

#### **8.2 Nahant**

The following main track switches may be left lined and locked in either position:

South crossover  
North crossover

### **8.3 LOCATION OF RADIO ACTIVATED SWITCHES**

SSS Bettendorf: Normal Command 44141  
Reverse Command 44143  
Query the location 44145

NSS Bettendorf: Normal Command 44151  
Reverse Command 44153  
Query the location 44155

### **9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

#### **9.1 Trackside Warning Detector Locations**

<b>Milepost</b>	<b>Type of Detector</b>	<b>Call Back</b>
150.0	HBD/DED	N/A
179.2	HBD/DED	N/A

#### **9.2 Bad Order Set Out Tracks**

Le Claire ..... MP 178.1, south end of house stub track 300 feet north of derail, north switch only.

**DAVENPORT**

## DAVENPORT SUBDIVISION

### 10.0 Other Track

#### 10.1 Nahant Industry Track, Nahant Yard:

Movements between West Davenport and South Yard Limit must contact Nahant Supervisor Operations.

#### 10.2 Other Track not Shown as Stations

Station Number	Location	Mile Post	Switch at
04586	Lyons	154.2 - 154.5	South End
04589	Shaffton	167.3	South End
04593	Riverdale	185.2	North End
		187.1	South End

### 11.0 General Information

#### 11.1 Clinton

CP and UP inbound crews at Clinton must leave track bulletins, wheel reports, HAZMAT information, Crew to Crew form and air slips on the control stand of the lead engine for the outbound crew.

#### 11.2 Clinton – Sethness Products Company

While switching at Sethness Products Company, the train air brake system must be connected and fully charged.

#### 11.3 Clinton

CP and BNSF trains with dimensional shipments must contact the UP Train Dispatcher to determine that no UP movements will occupy the same limits.

#### 11.4 Camanche

Up trains must obtain permission from the Iowa Operations Supervisor prior to occupying the CP siding at Camanche.

**11.5 Bettendorf** - Leave unattended locomotives on number 1 North, number 2 North, or the CD&M track to avoid blocking the lead.

#### 11.6 Crescent Bridge -

A height restriction of 18 feet 6 inches applies on the BNSF Railroad at 24<sup>th</sup> Street (Water Works Crossing). Intermodal shipments of only one (1) stack and trailers on flat cars may move over the Crescent Bridge. Auto racks and intermodal shipments of greater than one (1) stack must not be handled over the Crescent Bridge. These cars must be handled over the IAIS Government Bridge.

**11.7 Nahant** - Locomotive consists going to or coming from the Roundhouse must receive permission from the Nahant AMTO prior to foul the switching leads.

## DAVENPORT SUBDIVISION

### 11.8 Riverside Coal Generating Plant

Crews delivering or pulling cars at the Riverside Coal Generating Plant will be governed by the following:

- When a coal train is spotted in the Riverside Coal Plant Yard, the coal plant switch crew will secure the gate with a private lock to prevent crews from opening the gate and entering the plant.
- After unloading is completed, the coal plant switch crew will secure the gate using the dual lock arrangement that will permit DM&E crews to unlock the gate and enter the plant.
- In the event a utility employee is sent into the Riverside Coal Plant before the locomotive consist enters the plant gate, that utility employee must contact the coal plant unloading crew prior to coupling air hoses or otherwise working on outbound cars in the coal plant yard.
- After pulling an empty train out of the plant, the crew must close and secure the gate using the dual lock arrangement.

**Canadian Pacific US EAST REGION Timetable NO 201  
Eldridge Spur Module 36**

Haulage Factor Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	<b>ELDRIDGE SPUR STATION PAGE TRAM AREA 1</b>	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factor Eastward
				Distance From Eldridge		Mile Post Location					
1.72	04598		<b>Rule 6.28</b>	9.7	<i>WATERWORKS (Jct Davenport Sub)</i>	0.0					2.06
					6.6						
	04597			3.1	<i>MT JOY</i>	6.6					
					3.1						
	04596			0.0	<i>ELDRIDGE</i>	9.7					

Eldridge Spur Trackage is considered part of the Davenport Sub.

## ELDRIDGE SPUR

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emer- gency
Road	065-065	7	*71#	911
Nahant Yard	088-088			
West Davenport Yard	028-028			

#### 1.2 Telephone

Iowa Operations Supervisor..... 612-851-5742  
COTD..... 612-851-5740

### 2.0 Speed

2.1 MAXIMUM SPEED	MPH
Eldridge Spur – Rule 6.28 applies	
MP 0.0 - MP 2.0 .....	10
MP 2.0 – MP 7.0 .....	25

#### 2.2 Cold Weather Speed Restrictions

Eldridge Spur Temperature minus -15 to -25 degrees F or colder  
Spur Track ..... 25

Eldridge Spur -25 degrees F or colder  
Spur Track.....Inspect Ahead of Each Train, 10MPH  
Unless more restrictive speed in effect.

#### 2.3 Hot Weather Speed Restrictions

Not Applicable

#### 2.4 Speed Test Sections

Not Applicable

## ELDRIDGE SPUR

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Eldridge Spur

Provisions of Rule 6.2 apply.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Not Applicable

#### 4.2 Authority

GCOR Rule 6.28 applies on Eldridge Spur

#### 4.3 Main Track Designation

Not Applicable

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

Not Applicable

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

#### 5.1 Eldridge Spur

Six axle locomotives are prohibited.

#### Securement Exceptions

No Exceptions

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**ELDRIDGE SPUR**

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**6.0 Movement Over Public Crossings**

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**6.1 Eldridge Spur**

Trains must approach the following road crossings prepared to stop, until it is ascertained that automatic crossing warning devices are operating. If not operating, warning must be provided by crew member on ground until crossing is occupied.

Crossing		DOT Number
East 29 <sup>th</sup> Street	MP 1.94	375965V
East 33 <sup>rd</sup> Street	MP 2.24	375966C
USH #6 (Kimberly Road)	MP 2.48	375967J
East 39 <sup>th</sup> Street	MP 2.72	375968R
53 <sup>rd</sup> Street	MP 3.80	375970S
Mount Joy Road	MP 6.48	375972P
Blackhawk Trail	MP 7.55	375976H

**Note:** Mount Joy Road equipped with manual control and trains required to stop, will operate the manual control button provided on each side of the crossing. This will activate the signals for one minute, allowing the train enough time to move onto the positive island circuit for the operation of the signals.

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**ELDRIDGE SPUR**

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**7.0 Quiet Zones**

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Not Applicable

**8.0 Switch and Derail Information**

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Not Applicable

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

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Not Applicable

**10.0 Other Track**

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**10.1 FRA Excepted Track Rule 6.12**

Between MP 7.0 and MP 9.7

**11.0 General Information**

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Not Applicable



**Canadian Pacific US EAST REGION Timetable NO 201**  
**Nitrin Sub Module 37**

**NITRIN**

Haulage Factors Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓	NITRIN SUBDIVISION STATION PAGE TRAM AREA 1	NORTHWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Northward
				Distance From E. Moline		Mile Post Location					
3.47			Rule 6.28	18.6	(End Of Track)	20.3					3.83
			T  W  C		0.5						
	00545			18.1	CEFFCO	19.8					
					0.7						
	00544			17.4	NITRIN	19.1					
					4.8						
	00543			12.6	CORDOVA	14.3					
					5.3						
	00542			7.3	PORT BYRON	9.0					
					7.3						
00541		0.0	EAST MOLINE (BNSF)	1.7							
BETWEEN MP 0.0 TO MP 1.7 BE GOVERNED BY BNSF TIMETABLE AND SPECIAL INSTRUCTIONS											

## NITRIN SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emergency
Road	065-065	7	*71#	911
BNSF Crescent	074-074			

#### 1.2 Telephone

Iowa Operations Supervisor..... 612-851-5742  
COTD..... 612-851-5740

### 2.0 Speed

2.1 Maximum Speed	MPH
MP 1.7 - MP 7.8 .....	10
MP 7.8 – MP 20.3 .....	25

#### 2.2 Cold Weather Speed Restrictions

Temperature -15 degrees F to -25 degrees F  
Entire Sub ..... 25 MPH  
Temperature -25 degrees F or colder  
Entire Sub ..... Inspect Ahead of Each Train, 10MPH  
Unless more restrictive speed in effect

#### 2.3 Hot Weather Speed Restrictions

Not Applicable

#### 2.4 Speed Test Sections

Not Applicable

## NITRIN SUBDIVISION

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Nitrin Subdivision

Provisions of Rule 6.2 apply.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Not Applicable

#### 4.2 Authority

Track warrant control in effect between East Moline and Ceffco.

#### GCOR Rule 6.28

MP 20.3 - MP 19.8

#### 4.3 Main Track Designation

Single Main Track between East Moline and Ceffco

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

Not Applicable

## NITRIN SUBDIVISION

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

No six axle locomotives in 3M Nitrin.

#### Securement Exceptions

No exceptions

### 6.0 Movement Over Public Crossings

Not Applicable

### 7.0 Quiet Zones

Not Applicable

### 8.0 Switch and Derail Information

#### 8.1 End of Track

Derail located at MP 20.3

## NITRIN SUBDIVISION

### 9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

Not Applicable

### 10.0 Other Tracks

#### 10.1 Other Tracks Not Shown as Stations

Station Number	Location	Mile Post	Switch at
00545	Xylem Nuclear Plant	17.5	
	North Wye MP	17.6	
	South Wye MP	17.3	

### 11.0 General Information

Not Applicable

**Canadian Pacific US EAST REGION Timetable NO 201**  
**Ottumwa Sub Module 38**

Haulage Factors Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓ Distance From Ottumwa	OTTUMWA SUBDIVISION STATION PAGE TRAM Area 1 Davenport to Fruitland TRAM AREA 4 Fruitland to Ottumwa # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	NORTHWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Northward
4.83	04640	BTY	YL	107.1	NAHANT	195.7	193.0 to 198.6	YARD		207.3	3.97
			T		8.0						
	04643	X	W	99.1	MONTPELIER NORTH	203.7					
			C		1.8						
	04644	X		97.3	MONTPELIER	205.5					
			C		1.1						
	04645		T	96.2	# IPSCO	206.6					
					9.4						
	04646		C	86.8	# Heinz North HEINZ # Heinz South	215.5 216.0 217.45		8856			
					4.2						
2.55	04649	B	T	82.6	MUSCATINE	220.2		YARD		233.2	2.56
			W		6.8						
	04650	T	C	75.8	FRUITLAND	227.0					
					5.2						
	04651		C	70.6	# Letts North LETTS # Letts South	230.8 232.2 232.7		9500			
2.73			T		13.1					248.1	2.99
	04655		C	57.5	# Cotter North COTTER # Cotter South	244.25 245.3 245.5		6112			
					12.2						
	04658		T	45.3	WASHINGTON	257.5					
					13.8						
	04659		W	31.5	RUBIO	271.3					
					11.7						
	04660			19.8	NSS Linby LINBY SSS Linby	283.0 283.0 284.25		6038			
			C		15.8						
	04662	Y		4.0	NSS Rutledge RUTLEDGE # Rutledge South	297.8 298.8 298.95		5784			
			C		2.7					301.5 to 304.6	1.1
	04663	IJY	T	1.3	# LAWLER (Jct and Crossing BNSF)	301.5					
			Y		1.3						
	04664	BY	L	0.0	OTTUMWA	302.8		YARD			

**OTTUMWA**

## OTTUMWA SUBDIVISION

### 1.0 Radio and Telephone

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emer- gency
Road	044-044	8	*81#	911
Yard	088-088			
BNSF Dispr Lawler	066-066		760	

#### 1.2 Telephone

Missouri Operations Supervisor.....612-851-5739  
 COTD .....612-851-5740  
 BNSF Creston Dispatcher .....817-867-7144  
 Ottumwa Operations Supervisor.....612-904-6137  
 (0600 – 2200 T - Th when notified that Missouri  
 desk is split)

### 2.0 Speed

2.1 Maximum Speed	MPH
MP 195.7 – MP 198.6 .....	25
MP 198.6 – MP 220.0 .....	40
MP 220.0 – MP 222.0 .....	25
MP 222.0 – MP 298.8 .....	40
MP 298.8 – MP 302.8 .....	20
Through turnout of switches and tracks other than main track, not otherwise specified .....	10
Heinz through turnouts and on siding .....	25
Montpelier Through turnout .....	25
Nahant Industry Track	
MP 198.6 – MP 201.0 .....	10
MP 201.0 – MP 205.5 .....	25
MP 205.5 – MP 206.6 Control point Montpelier to Control point IPSCO (pocket track).....	10
Ipsco Industry Track .....	20
Muscatine Lower Yard North Lead	
While switching into North 3 Track.....	5
Ottumwa Yard turnouts off main track and on Yard tracks Quincy St. and South switch.....	7

#### 2.2 Cold Weather Speed Restrictions

Temperature -15 degrees F or colder  
 MP 195.7 to MP 257.0 ..... 35 MPH  
 MP 265.0 to MP 302.8 ..... 35 MPH

Temperature -15 degrees F to -25 degrees F  
 MP 257.0 to MP 265.0 ..... 25 MPH

Temperature -25 degrees F or colder  
 MP 257.0 to MP 265.0  
 Inspect ahead of each Train, ..... 10MPH  
 Unless more restrictive speed in effect

## OTTUMWA SUBDIVISION

### 2.3 Hot Weather Speed Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

### 2.4 Speed Test Sections

Not Applicable

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 BNSF Trains

BNSF crews operating on CP track must obtain CP TGBO at Creston, Galesburg or Ottumwa, unless otherwise instructed.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Centralized Traffic Control is in use between  
 Montpelier and Heinz  
 Fruitland and Cotter  
 Rutledge and Ottumwa

Automatic Block System is in use between  
 Nahant and Montpelier  
 Heinz and Fruitland

#### 4.2 Authority

Centralized Traffic Control rules are in effect between:  
 Montpelier and Heinz  
 Fruitland and Cotter  
 Rutledge and Ottumwa

Track Warrant Control rules are in effect between:  
 Nahant and Montpelier (MP 198.6 – MP 205.5)  
 Heinz and Fruitland (MP 217.4 – MP 227.1)  
 Cotter and Rutledge (MP 245.5 – MP 298.9)

#### 4.3 Main Track Designation

Single Main Track between Nahant and Ottumwa

## OTTUMWA SUBDIVISION

### Block System/Authority/Track Designation - continued

#### 4.4 Yard Limits

North MP		South MP
193.0	Nahant (Davenport Sub)	
	Nahant	198.6
301.5	Ottumwa	
	Ottumwa (Laredo Sub)	304.6

#### Yard Limits Nahant

All movements must be made at restricted speed regardless of block signal indication within yard limits. Prior to occupying the main track in yard limits, all trains and engines must have copies of the current track bulletins and contact the Supervisor Operations to ascertain the location of approaching trains.

GCOR Rule 9.17 does not apply to the Main Track switches.

#### 4.5 Interlockings

**Lawler** - Manual interlocking is under the control of the BNSF dispatcher. The CP Operations Supervisor may relay instructions from the BNSF dispatcher concerning the interlocking.

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Nahant and Montpelier

Six axle locomotives not permitted on all industry switches between Nahant and Montpelier and on the industry tracks.

##### 5.2 Nahant Industry Track

**Lafarge** - Locomotives are not permitted over the bridge on Lafarge outbound track numbers 1, 2, 3, and Clay track, located about 700 feet south of the Meeker Farms crossing. Additional cars must be used to ensure locomotives are not moving over the bridge.

**Low overhead clearance:** Locomotives and standard height railroad cars will not clear overhead backhoe platform, located 150 feet north of the north access road to Lafarge. This platform is designed to accommodate gondolas and open-top hoppers only. When operating from the north end of the track and it is necessary to access cars south of the platform, use additional cars that will clear this platform

## OTTUMWA SUBDIVISION

#### 5.3 Muscatine

Six axle locomotives not permitted on the upper yard and the industry park.

#### Securement Exceptions

##### 5.4 Nahant

Main track, MP 195.7 - MP 198.6 - Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

Unless otherwise specified above, the Main Track, sidings and the Nahant industry track between MP 227.0 Fruitland and South Yard Limit Nahant, minimum 3 hand brakes on cars plus all units.

##### 5.5 IPSCO Industry Track

Minimum of 50% of cars left standing unattended shall have handbrakes applied

##### 5.6 Muscatine

Main track, MP 219.0 - MP 225.0 - Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

Yard - Minimum 2 hand brakes

##### 5.7 Rutledge

Main track and siding - Minimum 3 cars plus hand brakes on each unit.

##### 5.8 Ottumwa

Loaded coal trains - Minimum 4 cars plus hand brakes on each unit.

All other trains - Minimum 3 cars plus hand brakes on each unit.

Yards tracks - Minimum 2 hand brakes

### 6.0 and Movement Over Public Crossings

#### 6.1 Rubio

All movements on the pass track must activate automatic warning device for 20 seconds prior to occupying Main Street grade crossing, MP 271.3.

#### 7.0 Quiet Zones

Not Applicable

OTTUMWA

## OTTUMWA SUBDIVISION

### 8.0 Switch and Derail Information

#### 8.1 Nahant

The following main track switches may be left lined and locked in either position:

- South crossover
- North crossover

#### 8.2 Muscatine

##### Monsanto Chemical Plant

Derail located north of the north runaround switch on the Monsanto Spur. There is a high security lock on the derail.

#### 8.3 Rutledge Radio Activated Switch (RAS)

NSS Rutledge	Normal Command	2971
	Reverse Command	2973
	Query the Location	2975

The RAS instructions for operation of this switch as shown under Timetable Special Instructions Rule 8.21 Radio Activated Switches apply.

Switch indicators will display as follows:

A Green Arrow facing straight UP will indicate that siding switch location is lined and locked for the main track.

A Yellow arrow facing to the SIDE will indicate that siding switch is lined and locked for the siding.

A Solid Red rectangle horizontal line or Dark indicator will indicate one or a combination of the following conditions.

- that the RAS is unable to verify request; or
- the RAS switch is not locked in position.

Audio Messages for the system when keying in the RAS will be broadcasted over the road radio channel twice and changed as follows:

- "North siding switch Rutledge lined normal."
- "North siding switch Rutledge reversed for siding."
- "North siding switch Rutledge not locked."  
or
- "North siding switch Rutledge unable to verify request."

A Movement receiving a not locked or unable to verify request must approach switch indicator prepared to stop and if indicator displays a solid Red horizontal line or Dark indicator movement must Stop and be governed by Rule 8.21.

## OTTUMWA SUBDIVISION

#### 8.4 Ottumwa

Main Track switches may be left lined and locked in the last position used at the crossover switch located at MP 302.8, at the north switch at Quincy Street, or at the south switch at the south end at MP 303.9.

The north Main Track switch, both Main Track Crossover Switches and south Main Track Switch are equipped with both CP and BNSF switch locks.

#### 8.5 Control Point IPSCO:

##### Dual Control Switch Point Derail, GCOR Rule 9.13.

When the main track dual control switch is locked in normal position, the dual control switch point derail will be lined and locked in the derailing position. When the main track dual control switch is locked in reverse position, the dual control switch point derail will be locked in the non-derailing position.

When a movement is stopped and the control operator authorizes movement past a Stop indication and instructs employee to hand operate the switch(es), the provisions of GCOR Rule 9.13.1 (Hand Operations of Dual Control Switches) will be followed for the dual control switch and the dual control switch point derail. Each selector lever must be restored to "power" position and locked, but not before at least one unit or car has passed over the switch points.

##### Movement from Main Track to IPSCO Spur Track:

Each time a movement is initiated from the main track to the IPSCO Spur, a crew member must contact the Heckett Switching Service Representative at 563-381-5545 and request that the gate be opened and the upper derail lined for movement into the IPSCO plant.

A crew member must notify the Operations Supervisor to request that the main line switch be restored to normal position each time their movement returns to the main track and clears the IPSCO Spur. A crew member must then contact the Heckett Switching Service Representative at 563-381-5545 and request that they close the gate and return the upper derail to the derailing position.

When the control machine indicates the derail is lined and the gate is open, signal may then be given for movement onto the spur track.

If signal will not indicate proceed because of no indication from IPSCO, verbal authority to proceed may be given. If the dual control switch and derail at the IPSCO control point cannot be lined to the desired position or the control machine does not indicate they are lined and locked, instructions to hand-operate the switch will be given. Movement may then proceed prepared to stop at the derail and the gate at the IPSCO plant until known to be lined for the movement.



## OTTUMWA SUBDIVISION

### Switch and Derail Information - continued

A crew member will contact the Operations Supervisor when ready to depart the IPSCO plant. The Operations Supervisor will line movement at the bottom of the hill at the main track. If the signal at the plant displays a proceed indication, movement may proceed. If the signal displays a stop indication, crew members must ascertain that the derail is not in the derailing position and that the gate is open. Then contact the Operations Supervisor for further instructions

### 9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

#### 9.1 Trackside Warning Detector Locations

Milepost	Type of Detector	Call Back
207.3	HBD/DED	N/A
232.2	HBD/DED	N/A
248.1	HBD/DED	N/A
274.5	HBD/DED	N/A
295.8	HBD/DED	N/A

#### 9.2 Bad Order Set Out Tracks

Bad order cars should be spotted between the bad order signs.

**Farson – MP 289.1** House track south switch only.

**Linby – MP 283.1** North end of house track east switch only. North end of siding across Supervisors from house track spot.

**Rubio – MP 271.5** Spotting marks are just north of signaled road crossing.

### 10.0 Other Tracks

#### 10.1 Movement on Nahant Industry Track

- Movements between West Davenport and South Yard Limit Nahant must contact Nahant Supervisor Operations Nahant .
- Movements between South Yard Limit Nahant and Montpelier must contact Operations Supervisor.

#### 10.2 Other Tracks Not Shown as Stations

Station Number	Location	Mile Post	Switch at
04653	Fredonia	238.6	South End
04657	Ainsworth	251.2	South End
04661	Farson	289.3	South End

## OTTUMWA SUBDIVISION

### 11.0 General Information

**11.1 IPSCO** - Watch for poor footing and tripping hazards in the IPSCO yard.

**11.2 Muscatine GPC Plant** - Employees switching must wear safety glasses, hard hats, and safety toe boots; and must be clean-shaven and have a short haircut.

**11.3 Fruitland - Mid America (Louisa) Coal Plant** - Ensure rotary couplers are properly lined. If not, line them properly, or make a notation on the train list and notify the Dumper Control Operator. Advise the operator of any cars added to the train.

Ensure automatic gates are in the open position. The hand-thrown switch inside the gates must be lined in the reverse position to go around the loop and lined for straight track as unloading continues.

Stop prior to entering the building and contact the Dumper Control Operator for instructions. Do not enter the building without permission from the Operator. Make certain all equipment (storm windows, awning, etc.) will clear.

Do not exceed 3 MPH while on the rotary dumper and do not stop engines on the dumper. Ring bell continuously while moving in the building.

Stop the first four (4) cars on the dumper under the direction of the operator. When spotted, apply air brakes and notify the operator. The operator will position the arm and instruct automatic and independent brakes to be released. Set up locomotives for auto unload and notify the operator.

Enter the times that the first and last cars are spotted on the Delay Report and note any other delays. Notify the Operations Supervisor of these times and when the train is half unloaded.

Ensure EOT device is securely attached prior to dumping the rear car.

Upon completion of unloading, the operator will instruct that brakes be applied. The operator will remove the positioner arm and advise. The engineer now has control of the train.

Follow the instructions of the operator if the train breaks in two while unloading.

If the crew is relieved while the train is under their control and a relief crew has not arrived, secure the train. Ascertain from the operator if the train needs to be cut.

**OTTUMWA SUBDIVISION**

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**General Information –continued**

If the crew is relieved while the train is under the control of the operator, be governed by his instructions and notify the Operations Supervisor.

When boarding a train at the plant, contact the operator for instructions prior to coupling into or moving the train.

OTTUMWA

**Canadian Pacific US EAST REGION Timetable NO 201  
Laredo Sub Module 39**

**LAREDO**

Haulage Factors Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓	LAREDO SUBDIVISION STATION PAGE TRAM AREA 2 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	NORTHWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Northward
				Distance From Laredo		Mile Post Location					
2.73	04664	BY	YL	102.3	OTTUMWA	302.8	301.5 to 304.6	YARD		318.8	Down Grade
			T		12.8						
	04665			89.5	NSS Blakesburg BLAKESBURG SSS Blakesburg	315.4 315.6 316.8					
					11.3						
	04666			78.2	NSS Moravia MORAVIA SSS Moravia	326.2 326.9 327.4					
					1.1						
	04667	AJM		77.1	APNC JCT	328.0					
					22.4						
	04669			54.7	NSS Seymour SEYMOUR SSS Seymour	349.3 350.4 350.6					
					15.7						
Down Grade	04671		C	39.0	NSS Powersville POWERSVILLE SSS Powersville	365.95 366.1 367.3		6470		372.4	2.91
					13.1						
	04673			25.9	NSS Newtown NEWTOWN SSS Newtown	379.2 379.2 380.8					
					25.9			8009			
2.87			CTC	0.1	# LAREDO NORTH	405.1					
								9108			

## LAREDO SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emer- gency
Road	044-044	1	*11#	911
Yard	088-088			

#### 1.2 Telephone

Missouri Operations Supervisor ..... 612-851-5739  
COTD ..... 612-851-5740

## LAREDO SUBDIVISION

### 2.0 Speed

2.1 Maximum Speed	MPH
MP 304.6 – MP 327.9 .....	40
MP 327.9 - MP 328.0 APNC Crossing .....	25
MP 328.0 – MP 405.....	40

Through turnout of switches and tracks other than main track, not otherwise specified..... 10  
**Ottumwa Yard** through turnouts off main track and on yard track between Quincy St and south switch..... 7  
**Laredo** through turnouts and on siding ..... 25

#### 2.2 Cold Weather Speed Restrictions

Temperature -15 degrees F or colder  
 Entire Sub..... 35 MPH  
 Unless more restrictive speed in effect.

## LAREDO SUBDIVISION

### Speed – continued

#### 2.3 Hot Weather Speed Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

#### 2.4 Speed Test Sections

MP 307 – MP 310

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Laredo Subdivision

Provisions of Rule 6.2 apply.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Not Applicable

#### 4.2 Authority

Track Warrant Control is in effect from Ottumwa to Laredo North

#### 4.3 Main Track Designation

Single Main Track in use between Ottumwa to Laredo North

#### 4.4 Yard Limits

##### South MP

Ottumwa (Ottumwa Sub).....301.5  
304.6.....Ottumwa

##### North MP

#### 4.5 Interlockings

**APNC JCT.**, Automatic Interlocking.

To enter CP main track within automatic interlocking limits, employees must not open the case door or unlock electrically locked switch without Track Warrant authority from CP Operations Supervisor.

Employees must not operate Maintenance of Way Lock Box without permission from CP Operations Supervisor.

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Laredo

Close Clearance: between yard Track No. 1 and yard Track No. 2. Employees are prohibited from riding on side ladders of moving equipment between these two tracks.

## LAREDO SUBDIVISION

### Securement Exceptions

#### 5.2 Ottumwa

Loaded coal trains - Minimum 4 cars plus hand brakes on each unit.

All other trains - Minimum 3 cars plus hand brakes on each unit.

Yard Tracks - Minimum 2 hand brakes.

#### 5.3 Other Stations Exceptions

The chart below is to be used as a minimum requirement for hand brake application when setting out or picking up cars at the stations listed. Any train left unattended must have hand brake applied on each unit in the locomotive consist in addition to the minimum number of car hand brakes applied. At all other locations, comply with ABTH Rule Section 7, Rule 1.1.

Station	Northward	Southward	Main Track
Laredo	4 cars	4 cars	Between MP 405.4 – MP 404.5
Lucerne	4 cars	4 cars	Between MP 372.5 – MP 371.8
Moravia	4 cars	4 cars	Between MP 328.0 – MP 327.0

#### 5.4 APNC Jct

Chocks are provided at APNC Jct. on the interchange track. Chocks are to be used to assist in blocking the wheels of equipment set out on the track. When not being used, place chocks in box provided.

In the event chocks are not available, notify the Operations Supervisor immediately. **LOCOMOTIVES/SLUGS WILL NOT BE SET OUT IF CHOCKS ARE NOT AVAILABLE.**

Locomotives/slugs not equipped with hand brakes must be left coupled to equipment with effective hand brake(s) applied.

GCOR Rule 8.20 Derail Location and Position, under addition, couple to equipment located less than 100' from derail is prohibited, is modified to 50' for APNC Transfer Track.

#### 6.0 Movement Over Public Crossings

Not Applicable

#### 7.0 Quiet Zones

Not Applicable

## **LAREDO SUBDIVISION**

### **8.0 Switch and Derail Information**

#### **8.1 Ottumwa**

Main track switches may be left lined and locked for last position used at the crossover switch located at MP 302.8, at the north switch at Quincy Street, or at the south switch at the south end at MP 303.9.

The North Main Track switch, both Main Track Crossover Switches and South Main Track Switch are equipped with CP and BNSF switch locks.

#### **8.1 Electric Locks**

<u>Location</u>	<u>Mile Post</u>	<u>Location of Switch</u>
APNC Jct.	327.95	North Transfer Switch APNC Interlocking

### **9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

#### **9.1 Trackside Warning Detector Locations**

<u>Milepost</u>	<u>Type of Detector</u>	<u>Call Back</u>
318.8	HBD/DED	N/A
345.9	HBD/DED	N/A
372.4	HBD/DED	N/A

#### **9.2 Bad Order Set Out Tracks**

Bad order cars should be spotted between fluorescent yellow paint marks.

**Laredo – MP 405** Spot on MFA track 15 car lengths north of derail.

**Harris – MP 384** House track north and south switches spot between buildings.

**Newtown – MP 380** House track south switch only.

**Lucerne – MP 372.4** House track south switch only.

**Powersville – MP 366** North end of siding one (1) car length past clearance point.

**Sewal – MP 358** House track north switch only just past clearance point.

**Seymour – MP 350.4** South end of siding just south of depot.

**Moravia – MP 327** House track south switch only.

**Blakesburg – MP 316** House track south switch only 2 car lengths south of crossing.

## **LAREDO SUBDIVISION**

### **10.0 Other Tracks**

#### **10.1 Other Tracks Not Shown As Stations**

<u>Station Number</u>	<u>Location</u>	<u>Mile Post</u>	<u>Switch at</u>
04668	Mystic	338.4	Both Ends
04670	Sewal	358.0	North End
04672	Lucerne	372.4	Both Ends
04674	Harris	384.2	Both Ends
04675	Galt	397.5	South End

### **11.0 General Information**

#### **11.1 Ottumwa**

BNSF crews using CP track must monitor the CP road channel 044-044.

#### **11.2 Laredo**

Yard track numbers 1, 2 and MFA track only are in service.

No loaded cars may be placed on No. 2 Track.

#### **11.3 Lucerne**

Premium Standard Farms (PSF) at Lucerne, Missouri is designated a REMOTE CONTROLLED ZONE (RCZ).

CP crews must contact PSF on radio channel 044-044 for permission to enter the RCZ and will make every effort to do so in advance of their arrival. Once work is completed and DM&E crews have cleared the RCZ, they will notify PSF of their departure by radio.

If you are unable to contact PSF by radio, notify the Operations Supervisor and request Customer Service contact PSF by phone. At no time will CP crews enter this RCZ without direct contact with PSF personnel.

**LAREDO**

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**Canadian Pacific US EAST REGION Timetable NO 201**  
**Kansas City Sub Module 40**

Haulage Factors Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓ Distance From Airline Jct.	<b>KANSAS CITY SUBDIVISION STATION PAGE TRAM AREA 2</b> # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	NORTHWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Northward
2.73	04676		<b>C</b>	93.6	# <i>Laredo North</i> <b>LAREDO</b> # <i>Laredo South</i> 17.5	405.1 406.9 406.9		9108		414.1	
	04678	J		76.1	# <i>Chillicothe North</i> <b>CHILLICOTHE</b> (Jct MNC) # <i>Chillicothe South</i> 20.4	422.0 422.7 423.05		5063		434.3	
	04680			55.7	# <i>Braymer North</i> <b>BRAYMER</b> # <i>Braymer South</i> 13.6	442.25 443.1 443.2		4911		454.7	2.69
3.36			<b>T</b>			<b>NO 1 NO 2</b>				454.7	
2.73	04682	JX		42.1	# <b>POLO</b> (North End 2 MT) (Jct UP)	UP 460.4 456.7				UP 467.5	
					11.2						
	04684	X(2)		30.9	# <b>LAWSON JCT</b> 1.5	UP 471.7 467.9					
	04685			29.4	# <i>Lawson North</i> <b>LAWSON</b> # <i>Lawson South</i> 6.7	468.2 469.4 469.5		4948			
	04686			22.7	# <b>EXCELSIOR SPRINGS</b> 5.4	476.1					
	04688	X(2)		17.3	# <b>MOSEBY JCT</b> 7.4	UP 483.6 481.5				485.2	
3.97	04689			9.9	# <i>Liberty North</i> <b>LIBERTY</b> # <i>Liberty South</i> 5.6	488.15 488.9 489.25		5050			
		IJX		4.3	# <b>BIRMINGHAM</b> (NS Crossing) 2.5	494.5					2.73
		I		1.8	(South End 2 MT) # <b>DRAWBRIDGE</b> (North End 2 MT) 1.8	497.0					
				0.4	# <b>FREIGHTLINE JCT</b> 0.4	498.4					
	04690	BT			<b>JOINT AGENCY</b> (South End 2 MT)			YARD			
	04696	J		0.0	# <b>AIRLINE JCT</b>	498.8					

**KANSAS CITY**

## KANSAS CITY SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emer- gency
Road	044-044	2	*21#	911
NS Control Opr Birmingham	018-018			

Union Pacific (UP) trains operating between Polo and Air Line Jct. must continually monitor radio channel 044-044.

#### 1.2 Telephone

Kansas City Drawbridge

Operations Supervisor ..... 816-245-3130  
 COTD ..... 612-851-5740  
 KC Joint Agency Yardmaster..... 816-245-3188  
 KCT Chief Dispatcher ..... 913-551-2179  
 KCT Traffic Control Dispatcher East..... 913-551-2187  
 NS KN Operator, Birmingham ..... 816-842-5967

### 2.0 Speed

#### 2.1 Maximum Speed

**MPH**

MP 405.1 - MP 456.7 .....40

##### **No.1 Main Track**

MP 456.7 - MP 494.0 .....60

MP 494.0 - MP 498.8.....25

##### **No. 2 Main Track**

MP 460.4 - MP 467.95.....60

MP 467.95 - MP 481.5.....50

MP 481.5 - MP 494.0 .....60

MP 494.0 - MP 498.8.....25

Through turnout of switches and tracks other  
 than main track, not otherwise specified.....10

**Polo No.2 MT** through turnouts and crossovers.....40

**Lawson Jct** through crossovers.....40

**Moseby Jct.** through North Crossovers .....25

**Air Line Jct.** Over Air Line Switch.....15

**Laredo** through turnouts and on siding .....25

#### 2.2 Cold Weather Speed Restrictions

Temperature -15 degrees F or colder

Entire Sub.....35 MPH

Unless more restrictive speed in effect

#### 2.3 Hot Weather Speed Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

## KANSAS CITY SUBDIVISION

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Kansas City Sub

Provisions of Rule 6.2 apply.

#### 3.2 UP Trains Between Polo and Airline Jct.

The Operations Supervisor will issue TGBO to UP trains that operate between Polo and Airline Jct. Southward UP trains must obtain TGBO at Des Moines. Northward trains must obtain TGBO at the originating terminal, unless otherwise instructed.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Centralized Traffic Control is in use between Laredo and Airline Jct.

#### 4.2 Authority

Between Laredo and Airline Jct. - CTC rules are in effect.

#### 4.3 Main Track Designation

Single Main Track in use between Laredo and Polo.

Two main tracks are in use between Polo and Airline Jct, except over Drawbridge. Beginning at the west, the main tracks are numbered 1 and 2.

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

**Birmingham** - Manual interlocking under the control of the NS KN Tower control operator.

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Chula

Six axle locomotives not permitted on the House Track (except between south switch and south side of Highway K crossing (Mensur St.)

#### Securement Exceptions

##### 5.2 Joint Agency

Comply with KCS Timetable and Special Instructions

**Canadian Pacific US EAST REGION Timetable NO 201**  
**Kansas City Sub Module 40**

**KANSAS CITY SUBDIVISION**

**Equipment Restrictions and Securement Exceptions - continued**

**5.3 Other Station Exceptions**

The chart shown below is to be used as a minimum requirement for hand brake application when setting out or picking up cars at the stations listed. Any trains left unattended must have hand brake applied on each unit in the locomotive consist in addition to the minimum number of car hand brakes applied. At all other locations, and unless specified below, comply with ABTH Rule Section 7, Rule 1.1.

Station	Northward	Southward	Main Track
Drawbridge	4 cars	4 cars	Between MP 494.0 - MP 498.8
Liberty	4 cars	4 cars	Between MP 490.5 - MP 488.5
Moseby	4 cars	4 cars	MP 480.8
Excelsior Springs		5 cars	MP 476.1
AIPC	5 cars	7 cars	Between MP 475.0 - MP 473.2
Lawson Jct.	3 cars + all units (Schoolhouse crossing)	5 cars + all units	MP 467.6
Polo	4 cars	4 cars	Between MP 462.0 - MP 456.7
Braymer	4 cars	4 cars	Between MP 443.3 - MP 442.0
Grand River	4 cars		MP 425.0
Chillicothe		4 cars	MP 422.0
Chula	4 cars	5 cars	Between MP 413.5 - MP 412.8

**6.0 Movement Over Public Crossings**

Not Applicable

**7.0 Quiet Zones**

Not Applicable

**KANSAS CITY SUBDIVISION**

**8.0 Switch and Derail Information**

**8.1 Electric Locks**

Location	Mile Post	Location of Switch
Braymer	443.2	North End of House Track
Excelsior Springs	474.3	North End Siding Italian Pasta Co.
Excelsior Springs	474.8	South End Siding Italian Pasta Co.
Liberty	488.8	North End of House Track
Liberty	489.4	South End of UP Yard

**8.2 Liberty**

The inside switch at the South end of the Center siding must be lined and locked for movement onto the NO 2 Main Track.

The inside switch at the North end of the Center siding must be lined and locked for movement onto the NO 1 Main Track.

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

**9.1 Trackside Warning Detector Locations**

Milepost	Type of Detector	Call Back
414.1	HBD/DED	N/A
434.3	HBD/DED	N/A
454.7	HBD/DED	N/A
UP 467.5	HBD/DED	N/A
485.2	HBD/DED	N/A

**9.2 Bad Order Set Out Tracks**

Bad order cars should be spotted between fluorescent yellow paint marks.

**Liberty – MP 489** Spot car on house track at least 10 car lengths from switch or until car is on level track. North switch only.

**Excelsior Springs – MP 476** Spot car on old siding right across from mile post.

**Cowgill – MP 450.8** House track: spot car north of first building south switch only.

**Braymer – MP 443.2** House track: south switch only.

**Ludlow – MP 436.2** House track: south switch only.

**Chillicothe – MP 422.6** Number 3 track both sides of road crossing switch at each end.

**Chula – MP 413** House track and old siding: spot by first building south switch only.

**KANSAS CITY**

Canadian Pacific US EAST REGION Timetable NO 201  
Kansas City Sub Module 40

**KANSAS CITY SUBDIVISION**

**10.0 Other Tracks**

**10.1 Other Tracks Not Shown As Stations**

<b>Station Number</b>	<b>Location</b>	<b>Mile Post</b>	<b>Switch at</b>
04677	Chula	413.2	South
End			
04679	Ludlow	436.2	South End
04681	Cowgill	450.8	Both Ends

**KANSAS CITY SUBDIVISION**

**11.0 General Information**

**11.1 Liberty**

Account poor footing, do not walk on the West side of number 4 track at UP Liberty Yard.

**11.2 Joint Agency Yard**

Employees are required to have a current copy of the Greater Kansas City Operating Instructions and KCS Timetable.

Crews operating within the confines of the Kansas City Joint Agency are required to have KCS Timetable and Special Instructions. Joint Agency limits include all tracks other than CP Main Track.

CP crews will operate under the Safety Rules and Safe Work Procedures Transportation Field Operations Employees manual dated March 31, 2012.

**Canadian Pacific US EAST REGION Timetable NO 201  
Owatonna Sub Module 41**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Comus	OWATONNA SUBDIVISION STATION PAGE TRAM AREA 2	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
2.56	00326	BJTY	YL	94.3	(Jct Mason City Sub) MASON CITY	0.0	0.0 to 1.0	YARD		12.12	2.29
			T	7.5							2.6
		JS		86.8	PLYMOUTH JCT (IANR Crossing)	7.4					
				0.9							
	00351		W	85.9	PLYMOUTH	8.4					3.64
				19.9							
		J		66.0	LYLE SOUTH (Jct CN)	28.3					
				0.3							
	00355	J		65.7	LYLE (Jct CN)	28.6					
				11.8							
	00358	B		53.9	AUSTIN	40.4					
4.54			C	32.1						32.2	
	00354	TY		51.3	RAMSEY (Jct Jackson Sub)	43.0 / 72.5	42.0 to 74.0	YARD			
				2.5							
	00359			48.8	LANSING	75.0					
				9.1							
	00360			39.7	BLOOMING PRAIRIE	84.1					
				17.5							
	00361			22.2	OWATONNA JCT (Jct Waseca Sub)	101.6					
	BETWEEN OWATONNA JCT AND OWATONNA BE GOVERNED BY WASECA SUB INSTRUCTIONS										
2.42			Rule 6.28		0.3						2.36
	00362			21.9	(Jct Waseca Sub) OWATONNA	101.9					
				5.9							
	00363			16.0	MEDFORD	107.8					
				9.1							
	00364	S		6.9	FARIBAULT (UP Crossing)	116.9					
				6.9							
	00385	J	0.0	COMUS Jct UP	123.8						

**OWATONNA**

## OWATONNA SUBDIVISION

### 1.0 Radio and Telephone

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emer- gency
Road	044-044	2	*21#	911
IANR	085-085			
UP Dispr Spine	049-049		*81	

## OWATONNA SUBDIVISION

### 1.2 Telephone

Missouri Operations Supervisor .....612-851-5739  
 Marquette Operations Supervisor.....612-851-5727  
 (1000 – 1800 M-F when notified that Iowa and  
 Missouri desks are split)  
 COTD .....612-851-5740  
 UP Spine Dispatcher .....800-726-1115  
 IANR Dispatcher .....800-392-3342

Canadian Pacific US EAST REGION Timetable NO 201  
Owatonna Sub Module 41

**OWATONNA SUBDIVISION**

**2.0 Speed**

**2.1 Speed Restrictions**

**MPH**

MP 0.0 - MP 1.5.....	10
MP 1.5 - MP 7.5.....	25
MP 7.5 - MP 23.5.....	40
MP 23.5 - MP 26.0.....	30
MP 26.0 - MP 28.4.....	40
MP 28.4 - MP 28.5 .....	10
MP 28.5 - MP 39.0.....	40
MP 39.0 - MP 43.0.....	25
MP 72.5 - MP 101.6.....	10
MP 101.9 - MP123.8.....	10
Through turnout of switches and tracks other than main track, not otherwise specified .....	10

**2.2 Cold Weather Speed Restrictions**

Temperature -15 degrees F or colder	
MP 0 to MP 7.5 .....	35 MPH
MP 24.5 to MP 25.9.....	35 MPH
MP 39.3 to MP 123.8.....	35 MPH

Temperature -30 degrees F or colder	
Entire Sub.....	35 MPH
Unless more restrictive speed in effect	

**2.3 Hot Weather Speed Restrictions**

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

**2.4 Speed Test Sections**

Not Applicable

**3.0 Tabular General Bulletin Order/Track Bulletins**

**3.1 Owatonna Sub**

Provision of Rule 6.2 apply.

**3.2 Movements Over IANR**

CP movements destined for movement over IANR between Nora Jct. (Mason City Sub) and Plymouth Jct. are governed by IANR Timetable and Instructions. Crews must obtain IANR Bulletins prior to departing originating station.

**OWATONNA SUBDIVISION**

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Not Applicable

**4.2 Authority**

Track Warrant Control is in effect between Mason City and Owatonna Jct.

**GCOR 6.28**

MP 101.9 - MP 123.8

**4.3 Main Track Designation**

Single Main Track between Mason City and Owatonna Jct.

**4.4 Yard Limits**

West MP		East MP
121.0	Mason City (Sheldon Sub)	
	Mason City(Mason City Sub) .....	113.5
0.0 .....	Mason City.....	1.0
74.0 .....	Ramsey .....	42.0
43.0 .....	Ramsey(Jackson Sub).....	44.8

**4.5 Interlockings**

**Mason City** - Automatic Interlocking

**Plymouth Jct** - Protected by Stop signs

**Faribault** - Protected by Stop signs

**5.0 Equipment Restrictions and Securement Exceptions**

**Equipment Restrictions**

**5.1 Owatonna** Lakeside Canning - 4 axle locomotives only.

**5.2 Austin** - Only one 6 axle unit may be used when switching the Hormel Packing Plant.

**Securement Exceptions**

**5.3 Austin Yard**

Minimum 1 hand brake



**Canadian Pacific US EAST REGION Timetable NO 201**  
**Owatonna Sub Module 41**

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**OWATONNA SUBDIVISION**

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**6.0 Movement Over Public Crossings**

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The following crossings require trains to stop and provide warning per GCOR Rule 6.32.2, Item 1:

<u>Mile Post</u>	<u>DOT Number</u>	<u>Crossing</u>
MP 103.5	380306B	CSAH34, 26 <sup>th</sup> St. NW
MP 104.4	380308P	Clinton Falls Twp., 36 <sup>th</sup> St. NW
MP 105.8	380309W	Cnty 99, 50 <sup>th</sup> St. NW
MP 107.5	380312E	Medford, 5 <sup>th</sup> Ave. SE
MP 107.8	380313L	Medford, 2 <sup>nd</sup> Ave. SE
MP 107.95	380314D	CSAH 12, East Central Ave.
MP 108.05	380315A	Medford, 1 <sup>st</sup> Ave. NE
MP 108.6	380317N	Medford Twp., TWN 99, NW 76 <sup>th</sup> St.
MP 110.2	380319C	Cnty 53, 256 <sup>th</sup> St. E.
MP 115.98	689547Y	Faribault, MSAS 132, Highland PL.
MP 116.4	380326M	Faribault, MSAS 114, Prairie Ave.
MP 116.7	380327U	Faribault, MSAS 113, Division St.
MP 117.2	380335I	Faribault, Hwy 60 (4 <sup>th</sup> St.)

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**7.0 Quiet Zones**

---

Not Applicable

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**8.0 Switch and Derail Information**

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**8.1 Ramsey**

The following main track switches may be left lined and locked in either position:

North, South and West wye switches.

**8.2 Owatonna Jct**

Owatonna Jct and Owatonna Jct switches to Waseca Sub shall be left lined in normal position for the Waseca Sub.

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**OWATONNA SUBDIVISION**

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**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

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**9.1 Trackside Warning Detectors**

<u>Milepost</u>	<u>Type of Detector</u>	<u>Call back</u>
12.12	HBD/DED	N/A
32.2	HBD/DED	N/A

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**10.0 Other Tracks**

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**10.1 FRA Excepted Track**

GCOR Rule 6.12 applies between MP 101.9 and MP 123.8.

**10.2 Other Tracks Not Shown as Stations**

<u>Station Number</u>	<u>Location</u>	<u>Mile Post</u>	<u>Switch at</u>
00352	Grafton	14.8	Both Ends
00353	Carpenter	21.3	Both Ends
00356	Mona-Absolute Energy	27.53	South End
		27.83	North End
00357	Varco	35.6	North End

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**11.0 General Information**

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**11.1 Austin - Hormel**

Only access the Hormel lead from the south and end of number 1 track. Do not access the Hormel lead from the Austin south switching lead.

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**OWATONNA**

**Canadian Pacific US EAST REGION Timetable NO 201  
Jackson Sub Module 42**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From End of Track	JACKSON SUBDIVISION STATION PAGE TRAM AREA 4 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
1.33	00354	TY	YL	106.4	RAMSEY (Jct Owatonna Sub)	43.0	42.0 to 44.8				1.47
					21.4						
	00367	I	T	85.0	# ALBERT LEA (UP CROSSINGS)	64.4					1.65
2.66					20.0						
	00371	BJT		65.0	WELLS (JCT Minnesota Lake Spur)	84.4					
					14.9						
1.72	00373		W	50.1	DELA VAN	99.3					1.88
					7.1						
	00374			43.0	WINNEBAGO	106.4					
					10.7						
	00376			32.3	GRANADA	117.1					
					5.7						
2.69	00377	AJY	C	26.6	FAIRMONT (Jct UP)	122.8	122.8 to 123.1				
					7.4						
BETWEEN FAIRMONT AND WELCOME JCT BE GOVERNED BY UP TIMETABLE AND SPECIAL INSTRUCTIONS											
	00378	J	T	19.2	WELCOME JCT (Jct UP)	130.2					
					0.2						
	00379		W	19.0	WELCOME	130.4					
					6.3						
	00380			12.7	SHERBURN	136.7					
					7.4						
	00381		C	5.3	ALPHA	144.1					
					3.9						
2.06	00382	T	Rule 6.28	1.1	JACKSON	148.0					
					1.4						
				0.0	END of TRACK	149.4					

## JACKSON SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emergency
Road	044-044	1	*11#	911
UP Spine	049-049		*81	

#### 1.2 Telephone

Missouri Operations Supervisor..... 612-851-5739  
 Marquette Operations Supervisor ..... 612-851-5727  
 (1000-1800 M-F when notified that Iowa and Missouri desks are split.)  
 COTD..... 612-851-5740  
 UP Branch Dispatcher ..... 800-726-1114  
 UP Spine Dispatcher..... 800-726-1115

## JACKSON SUBDIVISION

### 2.0 Speed

#### 2.1 Maximum Speed

	MPH
MP 43.0 – MP 48.0.....	10
MP 48.0 – MP 61.2.....	40
MP 61.2 – MP 63.3.....	25
MP 63.3 – MP 65.6.....	10
MP 65.6 – MP 80.8.....	40
MP 80.8 – MP 85.0.....	10
MP 85.0 – MP 93.6.....	40
MP 93.6 – MP 93.7.....	25
MP 93.7 – MP 106.1.....	40
MP 106.1 – MP 106.7.....	25
MP 106.7 – MP 122.5.....	40
MP 122.5 – MP 123.1.....	10
MP 123.1 – MP 131.5.....	10
MP 131.5 – MP 148.0.....	25

Canadian Pacific US EAST REGION Timetable NO 201  
Jackson Sub Module 42

## JACKSON SUBDIVISION

### Speed - continued

2.1 Maximum Speed	MPH
MP 148.0 – MP 149.4 .....	10
Through turnout of switches and tracks other than main track, not otherwise specified .....	10
Minnesota Lake Spur GCOR Rule 6.28 applies	

### 2.2 Cold Weather Speed Restrictions

Temperature -15 degrees F to -25 degrees F  
Entire Sub.....25 MPH

Temperature -25 degrees F or colder  
Entire Sub.....Inspect Ahead of Each Train, ....10 MPH  
Unless more restrictive speed in effect

### 2.3 Hot Weather Speed Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

### 2.4 Speed Test Sections

Not Applicable

## 3.0 Tabular General Bulletin Order/Track Bulletins

### 3.1 Jackson Sub

Provision of 6.2 apply

### 3.2 Fairmont to Welcome Jct.

Crews must have UP track bulletins between Fairmont and Welcome Jct..

## 4.0 Block System/Authority/Track Designation

### 4.1 Block System

Not Applicable

### 4.2 Authority

Track Warrant Control is in effect between Ramsey and Fairmont and also between Welcome Jct and Jackson

GCOR Rule 6.28 is in effect between MP 148.0 and MP 149.4 on the Minnesota Lake Spur

Crews operating between Fairmont and Welcome Jct. will be governed by UP Timetable Instructions and Rules.

### 4.3 Main Track Designation

Single Main Track between Ramsey and Fairmont and also between Welcome Jct and Jackson.

## JACKSON SUBDIVISION

### 4.4 Yard Limits

West MP		East MP
74.0 .....	Ramsey(Owatonna Sub) .....	42.0
43.0 .....	Ramsey .....	44.8
123.0 .....	Fairmont .....	121.0

### 4.5 Interlockings

**Albert Lea** - Manual interlocking under the control of the UP Spine Dispatcher

## 5.0 Equipment Restrictions and Securement Exceptions

### Equipment Restrictions

#### 5.1 Wells

Only one 6 axle unit can be operated on the Wye track.

#### 5.2 Jackson

Only one 6 axle unit can be operated on the Wye track.

### Securement Exceptions

#### 5.3 Wells Yard

Minimum 1 hand brake

#### 5.4 Jackson Yard

Minimum 1 hand brake

## 6.0 Movement Over Public Crossings

Not Applicable

## 7.0 Quiet Zones

Not Applicable

## 8.0 Switch and Derail Information

### 8.1 Ramsey

Main Track switches to the Owatonna Subdivision may be left lined and locked in last position used.

## 9.0 Tracksides Warning Detectors and Bad Order Set Out Tracks

Not Applicable

Canadian Pacific US EAST REGION Timetable NO 201  
Jackson Sub Module 42

**JACKSON SUBDIVISION**

**10.0 Other Tracks**

**10.1 Other Tracks Not Shown As Stations**

Station Number	Location	Mile Post	Switch At
04851	Oakland	49.8	West End
00365	Hollandale Jct. Wye	54.8	East End
00365	Hollandale Jct. Wye	55.1	West End
00366	Hayward	57.9	Both Ends
00368	Armstrong	69.7	West End
00369	Alden	75.1	East End
	Alden Hi-Yield	77.8	West End
00370	Minnesota Lake	84.4	East End
00372	Easton	93.3	Both Ends
00375	Huntley	111.0	East End

**JACKSON SUBDIVISION**

**11.0 General Information**

**11.1 Fairmont**

Trains servicing customers on the House Track at Fairmont must spot the cars on the eastward move.

**11.2 Minnesota Lake Spur**

CP ownership from MP 0.0 to MP 7.9.

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**JACKSON**



**Canadian Pacific US EAST REGION Timetable NO 201**  
**Mason City Sub Module 43**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	MASON CITY SUBDIVISION STATION PAGE TRAM AREA 4	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Mason City		Mile Post Location					
1.48	04617	BTY	YL	116.7	(Jct. Marquette Sub) <b>MARQUETTE</b>	0.0	0.0 to 1.5	YARD			Down Grade
			T		14.3						
	00310			102.4	<b>MONONA</b>	14.3					
					10.7						
2.53	00312		W	91.7	<b>POSTVILLE</b>	25.0		10000		40.1	2.36
					12.0						
	00313			79.7	ESS Ossian <b>OSSIAN</b> WSS Ossian	36.2 37.0 38.3					
					5.0						
2.06	00314		C	74.7	<b>CALMAR</b>	42.0		7250		64.95	1.47
					6.0						
	00315			68.7	<b>FORT ATKINSON</b>	48.0					
					21.5						
2.34	00318		C	47.2	ESS New Hampton <b>NEW HAMPTON</b> WSS New Hampton	69.4 69.5 70.8		7250		103.5	2.06
					19.6						
	00320	A		27.6	<b>CHARLES CITY</b> (UP Crossing)	89.1					
					12.3						
2.34	00322		C	15.3	<b>RUDD</b>	101.4					2.56
					5.2						
	00323			10.1	<b>NORA SPRINGS</b>	106.6					
					0.7						
2.34	00324	AJ	C	9.4	<b>NORA JCT</b> (IANR Crossing)	107.3					
					9.4						
					<b>MASON CITY</b> (Jct Sheldon Sub) (Jct Owatonna Sub) (UP Crossing)						
	00326	ABJTY	YL	0.0		116.7	113.5 to 121.0	YARD			

**MASON CITY SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	OS Call In	Emer- gency
Road	084-084	4	*41#	911
Yard	088-088			
UP Spine	049-049		*81	
HNRR	085-085			

**1.2 Telephone**

Missouri Operations Supervisor .....612-851-5739  
 Marquette Operations Supervisor .....612-851-5727  
 (1000-1800 M-F when notified that Iowa and  
 Missouri desks are split.)  
 COTD .....612-851-5740  
 IANR Dispatcher .....800-392-3342  
 UP Spine Dispatcher .....800-726-1115

**MASON CITY SUBDIVISION**

**2.0 Speed**

<b>2.1 Maximum Speed</b>	<b>MPH</b>
MP 0.0 - MP 1.3 .....	10
MP 1.3 - MP 14.3 .....	25
MP 14.3 - MP 39.2 .....	30
MP 39.2 - MP 43.0 .....	40
MP 43.0 - MP 47.0 .....	30
MP 47.0 - MP 62.0 .....	40
MP 62.0 - MP 70.0 .....	30
MP 70.0 - MP 80.0 .....	40
MP 80.0 - MP 107.3 .....	30
MP 107.3 over IANR Crossing .....	HER.20
MP 107.3 - MP 115.0 .....	30
MP 115.0 - MP 116.2 .....	40
MP 116.2 - MP 116.7 .....	25

**Canadian Pacific US EAST REGION Timetable NO 201**  
**Mason City Sub Module 43**

**MASON CITY SUBDIVISION**

**Speed – continued**

**2.1 Maximum Speed** **MPH**

Through turnout of all switches and tracks  
other than main track, not otherwise  
specified ..... 10

Marquette Subdivision to Mason City Subdivision  
Wye Tracks over Crossings .....HER...5

**2.2 Cold Weather Speed Restrictions**

Temperature -15 degrees F to -25 degrees F  
Entire Sub ..... 25 MPH  
Temperature -25 degrees F or colder  
Entire Sub ..... Inspect Ahead of Each Train 10 MPH  
Unless more restrictive speed in effect

**2.3 Hot Weather Speed Restrictions**

When ambient temperature exceeds 95 degrees F, speed  
must be reduced 10 MPH below the maximum authorized  
timetable speed. Trains need not reduce below 25 MPH.  
This restriction does not apply where maximum speed is  
25 MPH or less on permanent or temporary speed  
restrictions.

**2.4 Speed Test Sections**

MP 96.0 - MP 99.0

**3.0 Tabular General Bulletin Order/Track  
Bulletins**

**3.1 Mason City**

Provision of Rule 6.2 apply.

**3.2 Movements Over IANR**

CP movements destined for movement over IANR  
between Nora Jct. and Plymouth Jct. (Owatonna Sub) are  
governed by IANR Timetable and Instructions. Crews  
must obtain IANR Bulletins prior to departing originating  
station.

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Not Applicable

**4.2 Authority**

Track Warrant Control is in effect between Marquette and  
Mason City.

GCOR Rule 14.4.1 - Radio blocking is in use on this  
subdivision.

Note: Crews may use CP track warrant forms to record  
instructions and authority issued by the Iowa Northern  
Railway.

**4.3 Main Track Designation**

Single Main Track between Marquette and Mason City.

**MASON CITY SUBDIVISION**

**4.4 Yard Limits**

West MP		East MP
121.0	Mason City (Sheldon Sub)	
	Mason City.....	113.5
0.0.....	Mason City (Owatonna Sub).....	1.0
1.5.....	Marquette .....	0.0
100.0.....	Marquette (Marquette Sub).....	95.6

**4.5 Interlockings**

**Charles City and Nora Jct.** - Automatic interlocking.

**5.0 Equipment Restrictions and Securement  
Exceptions**

**Equipment Restrictions**

**5.1 Marquette**

No Clearance - Employees must not ride the sides of cars  
in the Marquette Yard, unless there are no cars on the  
adjacent track.

**5.2 Monona**

No more than one six-axle unit may use the house track.

**5.3 New Hampton**

East elevator track is restricted to empty cars only.

Do not spot loaded cars on east Farmers Co-op Track  
adjacent to old Sara Lee lead.

**5.4 Rudd**

West end of center track—No 6 axle locomotives.

**5.5 Nora Springs**

North house track is restricted to empty cars only  
between the east switch and Hawkeye Avenue.

**5.6 Mason City**

No Clearance on both sides of the Iowa Traction transfer  
track, MP 117.8. Before placing railcars in the transfer  
track, inspect the trolley wire for overhead clearance to  
avoid striking the 600-volt wire.

No Clearance on the fuel track beside the sand tower.

**Securement Exceptions**

**5.7 Marquette Yard**

Track numbers 1, 2, 3, 4 - Minimum 2 hand brakes.  
All other tracks - Minimum 1 hand brake.

**5.8 Ossian**

Between switches on main track and siding – minimum 2  
hand brakes plus hand brake applied on each unit in  
locomotive consist.

**Canadian Pacific US EAST REGION Timetable NO 201**  
**Mason City Sub Module 43**

## **MASON CITY SUBDIVISION**

### **Equipment Restrictions and Securement Exceptions - continued**

#### **5.9 Mason City Yard**

Track numbers 1 - 11 - Minimum 1 hand brake  
North and South New Yard - Minimum 2 hand brakes  
Kickoff and Sizer - Minimum 2 hand brakes  
Main Track - MP 116.9 - 116.2 - (President Ave.—  
Carolina Ave.) - Minimum 2 hand brakes on cars plus  
hand brake applied on each unit in locomotive consist.

Between switches on main track and siding – minimum 2  
hand brakes plus hand brake applied on each unit in  
locomotive consist.

#### **6.0 Movement Over Public Crossings**

All movements must activate Automatic warning device  
for 20 seconds prior to occupying S. Carolina Ave.  
MP 116.15.

#### **7.0 Quiet Zones**

Not Applicable

#### **8.0 Switch and Derail Information**

##### **8.1 Marquette**

The following main track switches may be left lined and  
locked in either position:

East Lead Switch  
North Wye switch  
South Wye switch  
West Wye Switch

##### **8.2 Mason City**

Main track switches may be left lined and locked in either  
position between Virginia Avenue and the switch on the  
west end of the Yard.

##### **8.3 Location of Radio Activated Switches**

###### **Ossian**

ESS -	Normal Command	*36231#
	Reverse Command	*36233#

WSS -	Normal Command	*38281#
	Reverse Command	*38283#

#### **9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

##### **9.1 Trackside Warning Detectors**

Milepost	Type of Detector	Call Back
40.1	HBD/DED	N/A
64.95	HBD/DED	N/A
103.5	HBD/DED	N/A

## **MASON CITY SUBDIVISION**

### **10.0 Other Tracks**

#### **10.1 Other Tracks Not Shown as Stations**

Station Number	Location	Mile Post	Switch at
00310	Clayton City Recycling	16.5	Both Ends
00311	Luana	17.8	East End
00316	Jackson Jct.	53.6	West End
00317	Lawler	60.4	Both Ends
00317	Homeland Energy	62.7	Both Ends
00319	Ionia	77.2	West End
00320	Valero	93.0	Both Ends
00325	Portland	112.8	Both Ends

#### **11.0 General Information**

##### **11.1 Marquette**

Eastward trains arriving at Marquette must stop at MP 2.1  
unless instructions have been received from the  
Operations Supervisor.

##### **11.2 Descending Heavy Grade Train Handling Procedure**

These instructions apply to Eastward trains in which the  
tons per operative brake exceeds 100 tons:

1. A running brake test must be performed at a  
location between MP 25 and MP 18 to ensure BP  
continuity.
2. From a fully charged air brake system, make a  
minimum automatic brake application prior to the  
locomotive passing MP 13.7.
3. Monitor train speed until it is known that the  
combination of train air brakes and mid-range  
Dynamic Brake (DB) are sufficient to control train  
speed at 25 MPH.
4. Train is to be pulled across the lesser grades at MP  
11.5 and MP 6.5 (maximum throttle 4).

If the train cannot be pulled over the lesser grade, train  
must be bunched with DB and the train brakes released  
at a speed not exceeding 15 MPH, gradually allowing the  
speed to increase to 25 MPH.

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**Canadian Pacific US EAST REGION Timetable NO 201  
Sheldon Sub Module 44**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	SHELDON SUBDIVISION STATION PAGE TRAM AREA 2	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Sheldon		Mile Post Location					
2.56	00326	BJTY	YL	136.7	(Jct Owatonna Sub) (Jct Mason City Sub) <b>MASON CITY</b>	116.7	113.5 to 121.0	YARD			
			T		20.8					128.0	
	00331	GJ		115.9	(Jct IANRR) <b>GARNER</b> (UP Crossing)	137.5					
					10.2						
	00333			105.7	<b>BRITT</b>	147.7					
					9.3						
1.86	00335			96.4	<b>WESLEY</b>	157.4				154.2	
					11.8						
	00337			84.6	<b>ALGONA</b>	168.8					
					11.0						
	00339			73.6	<b>WHITTEMORE</b>	179.8					
					8.6						
2.73	00340		W	67.0	<b>CYLINDER</b>	186.4				184.8	
			C		6.6						
	00341	JS		60.4	<b>EMMETSBURG</b> (Jct UP )	192.8					
					11.3						
2.06	00342			49.1	<b>RUTHVEN</b>	204.3					
					12.8						
	00344	BTY		36.3	<b>SPENCER</b>	217.1	214.0 to 218.6	YARD			3.36
2.06			YL		16.9						
	00347			19.4	<b>HARTLEY</b>	234.0					
					9.1						
	00348			10.3	<b>SANBORN</b>	243.1					2.73
					10.3						
	00349	JY	YL	0.0	<b>SHELDON</b> (Jct UP)	253.4	252.4 to 253.4	YARD			

### Sheldon Subdivision

#### 1.0 Radio and Telephone Information

##### 1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road Mason City - Sheldon	044-044	3	*31#	911
Mason City yard	088-088			
UP Branch Dispr	071-071		*45	

##### 1.2 Telephone

Missouri Operations Supervisor ..... 612-851-5739  
 Marquette Operations Supervisor..... 612-851-5727  
 (1000 – 1800 M-F when notified that Iowa and  
 Missouri Desks are split)  
 COTD ..... 612-851-5740  
 UP Branch Dispatcher..... 800-726-1114

### Sheldon Subdivision

#### 2.0 Speed

2.1 Maximum Speed	MPH
MP116.7 - MP 144.0.....	10
Exception: MP 116.8 Mason City Westward over President Ave .....	HER.... 10
MP 144.0 – MP 205.0 .....	25
Exception: MP 192.99 Emmetsburg over Broadway crossing .....	HER.... 20
MP 205.0 - MP 253.4.....	10
Through turnout of switches and tracks other than main track, not otherwise specified .....	10

## Sheldon Subdivision

### Speed - Continued

#### 2.2 Cold Weather Speed Restrictions

Temperature -15 degrees F to -25 degrees F  
Entire Sub..... 25 MPH

Temperature -25 degrees F or colder  
Entire Sub..... Inspect Ahead of Each Train, 10MPH  
Unless more restrictive speed in effect

#### 2.3 Hot Weather Speed Restrictions

Not Applicable

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Sheldon Sub

Provision of Rule 6.2 apply.

#### 3.2 UP Emmetsburg to Hartley

UP trains must obtain track warrants and TGBO from the CP Operations Supervisor prior to occupying tracks between Emmetsburg and Hartley.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Not Applicable

#### 4.2 Authority

Track Warrant Control is in use between Mason City and Sheldon.

#### 4.3 Main Track Designation

Single Main Track between Mason City and Sheldon.

#### 4.4 Yard Limits

West MP	East MP
121.0 .....	Mason City
	Mason City(Mason City Sub) .....
0.0 .....	Mason City (Owatonna Sub).....
218.6 .....	Spencer.....
253.4 .....	Sheldon.....

#### 4.5 Interlockings

Not Applicable

## Sheldon Subdivision

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Mason City

No Clearance: On both sides of the Iowa Traction Transfer Track, MP 117.8. Before placing railcars in the Transfer Track, inspect the trolley wire for overhead clearance to avoid striking the 600-volt wire.

No Clearance: On the fuel track beside the sand tower.

##### 5.2 Tank Spur

Locomotives are not permitted on the track scale located 650 feet from the switch.

##### 5.3 Hobarton

Locomotives are not permitted on the track within the Shelter-Covering Track.

##### 5.4 Dickens

No Clearance: around the cement culvert just west of the west switch.

##### 5.5 Spencer

Six-axle units may use the Wye Track, one (1) unit at a time.

Earling Team and the House Tracks are restricted to empties only.

#### Securement Exceptions

##### 5.6 Mason City Yard

Tracks 1 - 11 - Minimum 1 hand brake  
North and South New Yard - Minimum 2 hand brakes  
Dickoff and Sizer - Minimum 2 hand brakes Main Track - MP 116.9 - 116.2 -  
(President Ave.—Carolina Ave.) - Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

##### 5.7 Spencer

All tracks between MP 214.0 and 218.6-minimum 2 hand brakes plus hand brake on each unit in the locomotive consist.

### 6.0 Movement Over Public Crossings

#### 6.1 Sheldon

All movements must activate Automatic warning device for 20 seconds prior to occupying Highway 60 grade crossing, MP 253.3.



## Sheldon Subdivision

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### 7.0 Quiet Zones

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Not Applicable

### 8.0 Switch and Derail Information

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#### 8.1 Mason City

Main track switches may be left lined and locked in either position between Virginia Avenue and the switch on the west end of the Yard.

### 9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

---

#### 9.1 Trackside Warning Detectors

Milepost	Type of Detector	Call back
128.0	HBD/DED	N/A
154.2	HBD/DED	N/A
184.8	HBD/DED	N/A

### 10.0 Other Tracks

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#### 10.1 Other Tracks Not Shown as Stations

Station Number	Location	Mile Post	Switch at
00327	Clear Lake	126.2	Both Ends
00328	Ventura	131.0	Both Ends
00329	Tank Spur	134.3	West End
00330	Hill Spur	134.9	Both Ends
00334	Hutchins	151.8	Both Ends
00338	Hobarton	172.3	Both Ends
00343	Dickens	210.8	Both Ends
00346	Everly	226.4	Both Ends

### 11.0 General Information

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#### 11.1 Mason City

The bridge on the east end of the Sizer Track, MP 118.2, is equipped with a walkway on the north side only. When required to handle the switch, employees must dismount on the north side.

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**Canadian Pacific US EAST REGION Timetable NO 201**  
**Marquette Sub Module 45**

**MARQUETTE**

Haulage Factors Northward	Station Number	Rule 4.3	Method of Operation	<div>NORTHWARD ↓</div>	MARQUETTE SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	<div>SOUTHWARD ↑</div>	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Southward				
				Distance From Bluff		Mile Post Location									
3.97	04583	T	C T C	159.0	# SABULA JCT (Jct Davenport Sub)	0.0				15.8	4.83				
				0.4											
		T	158.6	# LAKE (Jct Bay Sub)	0.4										
			9.7												
	04603		T W C	148.9	SSS Green Island GREEN ISLAND NSS Green Island	8.9 10.1 11.25		11500							
				10.6											
	04604		138.3	BELLEVUE	20.7			PQ within City Limits		2.56					
2.56				21.0											
3.97	04606	I J		117.3	# WOOD (Jct CN)	41.7	95.6 to 100.0			108.9	4.28				
				1.9											
	BETWEEN WOOD AND DUBUQUE JCT BE GOVERNED BY CN TIMETABLE AND SPECIAL INSTRUCTIONS														
	04607	I J		115.4	# DUBUQUE JCT (Jct CN)	43.6									
			T                W		1.0										
	04608	B		114.4	SSS Dubuque DUBUQUE NSS Dubuque	44.35 44.6 46.0		9036				3.36			
				4.8											
	04610			109.6	SSS Edmore EDMORE NSS Edmore	48.7 49.4 50.3		7900							
				22.7											
	04612			86.9	TURKEY RIVER	72.1									
				6.0											
	04614			80.9	GUTTENBERG	78.1									
				4.6											
	04613			76.3	SSS Eckards ECKARDS NSS Eckards	81.7 82.7 83.4		8857							
				14.0											
	04616			62.3	MCGREGOR	96.7									
				1.3											
	04617	BTY		61.0	MARQUETTE (JCT Mason City Sub)	98.0									
				33.8											
	04620			27.2	SSS Kains KAINS NSS Kains	131.0 131.8 132.7		8400							
				4.5											
	04621			22.7	NEW ALBIN	136.3									
			22.7												
4.36	04609			0.0	BLUFF (Jct Tomah Sub)	159.0									

**Canadian Pacific US EAST REGION Timetable NO 201  
Marquette Sub Module 45**

**MARQUETTE SUBDIVISION**

**1.0 Radio and Telephone**

**1.1 Radio Channels**

	AAR	Zone	OS Call In	Emer- gency
Road	084-084	5	*51#	911
Yard	088-088			
CN	072-072		7	

**1.2 Telephone**

Iowa Operations Supervisor ..... 612-851-5742  
 Marquette Operations Supervisor ..... 612-851-5727  
 (1000-1800 M-F when notified that Iowa and  
 Missouri desks are split.)  
 COTD ..... 612-851-5740  
 CN Desk 7 Dispatcher ..... 800-711-3477  
 CN Chief Dispatcher ..... 708-206-5755  
 CP River Dispatcher ..... 612-904-5828  
 CP Wisconsin Dispatcher ..... 612-904-5832  
 BNSF East Hump Dispatcher ..... 817-234-6417

**2.0 Speed**

<b>2.1 Maximum Speed</b>	<b>MPH</b>
MP 0.0 – MP 20.2 .....	40
MP 20.2 - MP 21.7 .....	20
MP 21.7 – MP 37.0 .....	40
MP 37.0 - MP 41.7 .....	35
MP 41.7 - MP 43.6 (Be governed by CN)	
MP 43.6 - MP 44.6 .....	25
MP 44.6 - MP 47.0 .....	30
MP 47.0 - MP 76.0 .....	35
MP 76.0 - MP 77.0 .....	30
MP 77.0 - MP 79.0 .....	25
MP 79.0 - MP 93.0 .....	35
MP 93.0 - MP 96.3 .....	30
MP 96.3 - MP 108.0 .....	25
MP 108.0 - MP 123.9 .....	30
MP 123.9 - MP 125.5 .....	25
MP 125.5 - MP 142.5 .....	30
MP 142.5 - MP 142.7 .....	25
MP 142.7 - MP 149.4 .....	30
MP 149.4 - MP 157.0 .....	25
MP 157.0 – MP 159.0 .....	30
Through turnout of switches and tracks other than main track, not otherwise specified.....	10
Marquette to Mason City Subdivision over crossings on Wye tracks.....	HER.....5
Lake through turnout to Bay Sub.....	25

**MARQUETTE SUBDIVISION**

**2.2 Cold Weather Speed Restrictions**

Temperature -15 degrees F to -25 degrees F  
 Entire Sub ..... 25 MPH

Temperature -25 degrees F or colder  
 Entire Sub ..... Inspect Ahead of Each Train, 10 MPH  
 Unless more restrictive speed in effect

**2.3 Hot Weather Speed Restrictions**

When ambient temperature exceeds 95 degrees F, speed  
 must be reduced 10 MPH below the maximum authorized  
 timetable speed. Trains need not reduce below 25 MPH.  
 This restriction does not apply where maximum speed is  
 25 MPH or less on permanent or temporary speed  
 restrictions.

**2.4 Speed test Sections**

MP 15.0 - MP 18.0  
 MP 89.0 - MP 92.0  
 MP 103.0 - MP 106.0

**3.0 Tabular General Bulletin Order/Track  
Bulletins**

**3.1** Crews operating between Wood and Dubuque Jct.  
 are governed by CN Timetable Instructions and Rules  
 and must obtain CN Bulletins at originating station.

**3.2** Northward trains destined beyond Bluff must obtain a  
 TGBO at the originating station. Southward trains  
 departing St. Paul must obtain a TGBO and also a  
 Marquette Sub TGBO at the originating station.

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Centralized Traffic Control is in effect between Sabula Jct  
 and Lake.

**4.2 Authority**

Between Sabula Jct. and Lake – CTC rules are in effect.

Track Warrant Control is in effect between Lake and  
 Wood and between Dubuque Jct. and Bluff  
 GCOR Rule 14.4.1 - Radio blocking is in use on this  
 subdivision.

**4.3 Main Track Designation**

Single Main Track between Sabula Jct and Bluff.

**4.4 Yard Limits**

<b>North/West MP</b>	<b>South/East MP</b>
100.0 .....Marquette .....	95.6
0.0 .....Marquette (Mason City Sub) .....	1.5

**4.5 Interlockings**

**Wood and Dubuque Jct** – Manual Interlockings  
 controlled by CN Desk 7 Dispatcher.

## **MARQUETTE SUBDIVISION**

### **5.0 Equipment Restrictions and Securement Exceptions**

#### **Equipment Restrictions**

#### **5.1 Dubuque**

No Clearance between Tracks 8 and 9 will not clear a person riding on the side of a car.

#### **5.2 Marquette**

No Clearance - employees must not ride on the sides of cars on any tracks in the Marquette Yard, unless adjacent track is clear

**5.3** Cars placarded according to Hazardous Materials Instructions are prohibited on the following tracks, unless set out due to defects:

- **Bellevue** - Koss Storage Track
- **Gordons Ferry** - Spur Track
- **Guttenberg** - House Track or Old Siding
- **Lansing** - Coal Power Plant Track at MP 121.0
- **New Albin** - House Track
- **Reno** - Track at MP 143.4

#### **Securement Exceptions**

#### **5.10 Lake**

1-50 cars - Minimum 2 hand brakes  
 50-100 cars - Minimum 3 hand brakes  
 Over 100 cars - Minimum 4 hand brakes

#### **5.11 Dubuque**

Main Track and Siding between 16th Street (MP 44.3) and Hawthorne Street (MP 46.0) Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

Yard - Minimum 1 hand brake

#### **5.12 Marquette**

Main Track between MP 94.0 and MP 101.0 - Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

Side Track minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

Yard:

Tracks 1, 2, 3, 4—Minimum 2 hand brakes.  
 All other tracks—Minimum 1 hand brake.

#### **5.13 Green Island**

Between SSS and NSS, Main Track and Siding, Minimum 2 hand brakes on cars, plus hand brake applied on each unit in locomotive consist

## **MARQUETTE SUBDIVISION**

#### **5.14 Eckards**

Between SSS and NSS, Main Track and Siding, Minimum 2 hand brakes on cars, plus hand brake applied on each unit in locomotive consist

#### **5.15 Kains**

Between SSS and NSS, Main Track and Siding  
 Minimum 2 hand brakes on cars, plus hand brake applied on each unit in locomotive consist.

#### **5.16 Main Track**

MP 85 - MP 87 Minimum 2 hand brakes when picking up or setting out cars at Pattison Bros.

### **6.0 Movement Over Public Crossings**

#### **6.1 Edmore**

Trains and engines must stop before occupying Riverside Drive road crossing at MP 49.35 on the side track and have a crew member on ground at crossing to warn traffic until occupied

### **7.0 Quiet Zones**

#### **7.1 Bellevue**

Whistle Quiet Zone is established within city limits. Ring the bell beginning at least 1,000 feet prior to any crossing or walkway and continue until the crossing is occupied.

### **8.0 Switch and Derail Information**

#### **8.1 Marquette**

The following main track switches may be left lined and locked in either position:

North Wye switch  
 South Wye switch  
 West Wye Switch

#### **8.2 Location of Radio Activated Switches (RAS)**

##### **Eckards**

SSS Eckards	Normal Command	44351
	Reverse Command	44353
	Query the Location	44355

NSS Eckards	Normal Command	44361
	Reverse Command	44363
	Query the Location	44365

##### **Green Island**

SSS Green Island	Normal Command	*44161#
	Reverse Command	*44163#

NSS Green Island	Normal Command	*44341#
	Reverse Command	*44343#

## **MARQUETTE SUBDIVISION**

### **8.2 Location of Radio Activated Switches (RAS) - continued**

**Note:** RAS - Green Island. GCOR Rule 8.21 applies with the following exception. Item No. 5 instructions do not apply for Green Island radio activated switches and are replaced with the following instructions.

If a train does not receive a message indicating correct switch position, the train must approach the radio activated switch prepared to stop.

### **9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

#### **9.1 Trackside Warning Detector Locations**

<b>Milepost</b>	<b>Type of Detector</b>	<b>Call Back</b>
15.8	HBD/DED	N/A
53.0	HBD/DED	N/A
76.1	HBD/DED	N/A
108.9	HBD/DED	N/A
134.2	HBD/DED	N/A

#### **9.2 Bad Order Set Out Tracks**

Bad order cars should be spotted between the fluorescent yellow paint marks.

**Green Island – MP 10.1-** Siding North end 325 feet from switch.

**Turkey River – MP 71.8 -** South end of Turkey River.

### **10.0 Other Tracks**

#### **10.1 Other Tracks Not Shown as Stations**

<b>Station Number</b>	<b>Location</b>	<b>Mile Post</b>	<b>Switch at</b>
03023	Koss Storage	23.3	North End
03030	Gordons Ferry	30.1	South End
03051	Rose's Spur	50.9	North End
04615	Clayton	86.1	Both Ends
04618	Harpers Ferry	109.7	Both Ends
03126	Lansing Power Plant	121.9	North End
04619	Lansing	124.8	South End
	Rugged Rock	133.7	South End
	Rugged Rock	134.0	North End
03143	Reno	143.4	South End

## **MARQUETTE SUBDIVISION**

### **11.0 General Information**

#### **11.1 Lake**

Whenever possible, leave locomotives on the Middle Track at Lake closer to the highway overpass.

#### **11.2 Dubuque**

Southward trains holding Main Track must stay north of the approach circuit to the CN/IC located at MP 44.6 until ready to depart.

#### **11.3 Marquette**

Train crews departing Marquette to St Paul must notify the CP Wisconsin Dispatcher if the crew will be working in the Yard at River Jct.

Prior to departing Marquette for the River Subdivision, the train crew must contact the CP River Dispatcher with consist out of River Jct.

#### **11.4 River Jct.**

CP crews working at River Jct. must monitor CP radio channel AAR 94.

Trains arriving River Jct. or La Crescent must contact the La Crosse Road Switcher or Footboard Yardmaster for information regarding work to be performed and tracks to be used. If unable to contact the Footboard Yardmaster, contact the CP train dispatcher for assistance.



**Canadian Pacific US EAST REGION Timetable NO 201**  
**Bay Sub Module 46**

Haulage Factor Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	<b>BAY SUBDIVISION STATION PAGE TRAM AREA 2</b> # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factor Eastward
				Distance From Island		Mile Post Location					
N/A		T	<b>CTC</b>	0.0	(Jct Chicago Sub) # <b>ISLAND</b>	140.9					N/A
					0.3						
		T		0.3	# <b>LAKE</b> (Jct Marquette Sub)	141.2					

## BAY SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emer- gency
Radio	065-065	6	*61#	911

#### 1.2 Telephone

Iowa Operations Supervisor ..... 612-851-5742  
COTD ..... 612-851-5740

### 2.0 Speed

**2.1 Maximum Speed** **MPH**  
MP140.9 – MP 141.2 ..... 10

#### 2.2 Cold Weather Speed Restrictions

Temperature -25 degrees F or colder  
Entire Sub.....Inspect Ahead of Each Train, 10 MPH  
Unless more restrictive speed in effect

#### 2.3 Hot Weather Restrictions

Not Applicable

#### 2.4 Speed Test Sections

Not Applicable

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Bay Subdivision

Provisions of Rule 6.2 apply.

## BAY SUBDIVISION

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Centralized Traffic Control is in use between Island and Lake.

#### 4.2 Authority

Between Island and Lake - CTC rules are in effect.

#### 4.3 Main Track Designation

Single Main Track in use between Island and Lake

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

Not Applicable

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

Not Applicable

#### Securement Exceptions

No Exceptions

### 6.0 Movement Over Public Crossings

Not Applicable

### 7.0 Quiet Zones

Not Applicable

### 8.0 Switch and Derail Information

Not Applicable

Canadian Pacific US EAST REGION Timetable NO 201  
Bay Sub Module 46

**BAY SUBDIVISION**

**9.0 Trackside Warning Detectors and Bad Order  
Set Out Tracks**

Not Applicable

**10.0 Other Tracks**

Not Applicable

**11.0 General Information**

Not Applicable

**BAY**

US WEST REGION  
CONNECTING  
SUBDIVISIONS

**NOTES PAGE:**

US WEST REGION  
CONNECTING  
SUBDIVISIONS

**NOTES PAGE:**

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**Canadian Pacific US WEST REGION Timetable NO 101  
Paynesville Sub Module 9**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Glenwood	<b>PAYNESVILLE SUBDIVISION STATION PAGE TRAM AREA 2</b> # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
2.15	4866	T	6.28	118.9	(Jct BNSF Railroad) # BN UNIVERSITY SHOREHAM	1.0		YARD			
					1.0						
				117.9	(Jct Withrow Sub) # CP UNIVERSITY	2.0			CQ MP 1.0		
				117.4	0.5 # MARSHALL ST	2.5			to		
	4870			116.8	0.6 # CAMDEN (Jct 14th Ave Spur)	3.1			MP 5.0		
					1.4						
	4871	B		115.4	# Humboldt East HUMBOLDT YARD # Humboldt West	3.3 4.5 5.4		YARD			
					2.3						
	4872	I		113.1	# CRYSTAL (BNSF Crossing)	6.8			CQ MP 5.5 to MP 6.0		
					0.4						
	4873			112.7	# MN&S JCT (Jct MN&S Spur)	7.2			PQ MP 9.8 to MP 13.5	9.8	
					4.4					12.8 (TPD)	
				108.3	# CP HENEY	11.6					
					3.9						
	4874			104.4	HAMEL	15.5			CQ MP 15.22 to MP 15.73		
					5.8						
	4876			98.6	# Loretto East LORETTO # Loretto West	21.1 21.3 22.6		7847			
					5.2						
	4877			93.4	ROCKFORD	26.5			CQ MP 23.75 to MP 24.25	24.2	
					5.6						
	4878			87.8	# Dickinson East DICKINSON # Dickinson West	31.2 32.1 33.1		9200			
					4.4						
	4879			83.4	# Buffalo East BUFFALO # Buffalo West	35.6 36.5 36.7		6093			
					7.7						
	4880			75.7	MAPLE LAKE	44.6					
					6.3						
	4881			69.4	ANNANDALE	50.9					
					4.8						
	4882			64.6	# South Haven East SOUTH HAVEN # South Haven West	55.3 55.7 57.0		8477			
					5.4						
	4883			59.2	KIMBALL	61.1					
					5.3						
	4884			53.9	WATKINS	66.4					
					3.3						
				57.2	# CP 70	69.7					
					3.5						
	4885			47.1	EDEN VALLEY	73.2				69.7	
					9.3						
					Continued next page						

**PAYNESVILLE**

**Canadian Pacific US WEST REGION Timetable NO 101**  
**Paynesville Sub Module 9**

**PAYNESVILLE**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	CONTINUED PAYNESVILLE SUBDIVISION  STATION PAGE  TRAM AREA 2  # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Glenwood		Mile Post Location					
	4886		C	37.8	# Paynesville East <b>PAYNESVILLE</b> # Paynesville West	81.1 82.5 82.7		7651			
					7.0						
	4887			31.2	<b>REGAL</b>	89.5					
			T		6.2						
	4900			24.6	# Murray East <b>MURRAY</b> # Murray West	94.9 95.7 96.5		8000		93.6 (HBD/ Wild)	
					8.4						
	4889		C	16.2	(ESS Brooten) <b>BROOTEN</b> (WSS Brooten)	103.3 104.1 104.5					
					8.1						
	4890			8.1	<b>SEDAN</b>	112.2					
			C		2.7						
				5.4	# <b>CP 115</b>	114.9				115.5	
					5.4						
	4930	BT I	YL	0.0	# Glenwood East <b>GLENWOOD</b> # Glenwood West (Jct Detroit Lakes Sub) (Jct Elbow Lake Sub)	118.5 120.3 121.6	118.5 ↓	YARD			

**PAYNESVILLE SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	Dispr Call In	Emer- gency
Road	084-084	7	*71#	911
Humboldt Yard	094-094			
Glenwood Yard	044-044			
Engineering Humboldt – Shoreham	065-065			
BNSF West Hump Dispr Road	070-070		01	

**1.2 Telephone**

Minnesota Dispatcher ..... 612-904-5820  
COTD ..... 612-904-5836

**PAYNESVILLE SUBDIVISION**

**2.0 Speed**

	MPH	
	XT	Other
<b>2.1 Maximum Speed</b>		
CP University (MP 2.0) – MP 9.3 .....	20	20
MP 9.3 – MP 14.5 .....	25	25
MP 14.5 – MP 87.0 .....	40	40
MP 87.0 – MP 88.5 .....	60	50
MP 88.5 – MP 96.4 .....	60	60
MP 96.4 – MP 107.7 .....	60	50
MP 107.7 – MP 118.5 .....	60	60
MP 118.5 – MP 121.5 .....	25	25
MP 121.5 – MP 121.7 Glenwood West interlocking .....	10	10
Through turnout of all switches and tracks other than main track, not otherwise specified .....	10	10
Through turnouts and sidings Loretto, Dickinson, South Haven, Paynesville and Murray .....	25	25
<b>14th Ave. Spur (Local Line)</b> (between Camden and 14th Ave North) Rule 6.28 applies .....	10	10

**Canadian Pacific US WEST REGION Timetable NO 101**  
**Paynesville Sub Module 9**

**PAYNESVILLE SUBDIVISION**

**2.2 Cold Weather Restriction**

Temperature minus -30 degrees F or colder  
Entire Sub .....35      35  
unless more restrictive speed is in effect.

**2.3 Hot Weather Restriction**

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

**2.4 Speed Test Sections**

MP 17 to MP 20  
MP 67 to MP 70  
MP 111 to MP 114

**3.0 Tabular General Bulletin Order/Track Bulletins**

**3.1 Paynesville Subdivision**

Provisions of Rule 6.2 apply.

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Centralized Traffic Control is in use between CP University and Glenwood East.

**4.2 Authority**

Between CP University and Glenwood East – CTC Rules are in effect

**Shoreham** – Train movements off the BNSF at BN University must contact the Minnesota train dispatcher before entering the trackage between BN University and CP University. Other movements coming out of Shoreham at the north or south lead must also contact Minnesota train dispatcher. Movements from CP University will be governed by signal indication. All movements will be governed by Rule 6.28 within this territory.

Any trains entering Shoreham Yard, with the exception of the West Runner or Loop track, are required to contact the Humboldt Yardmaster. If there is no Yardmaster on duty, contact the Minnesota Dispatcher.

**4.3 Main Track Designation**

Single Main Track between CP University and Glenwood East.

**4.4 Yard Limits**

West MP		East MP
	Glenwood .....	118.5
122.0 .....	Glenwood (Elbow Lake Sub)	
122.6 .....	Glenwood (Detroit Lakes Sub)	

**PAYNESVILLE SUBDIVISION**

**4.5 Interlockings**

**Crystal** – Manual Interlocking controlled by CP Minnesota train dispatcher.

**5.0 Equipment Restrictions and Securement Exceptions**

**Equipment Restrictions**

**5.1 Shoreham**

Grove yard no car in excess of 70 feet is to be handled into the Grove yard, unless car is handled as a single, and engine is equipped with alignment control coupler.

**5.2 Marshall St.**

Six axle locomotives are not permitted on the Grove Line.

**5.3 Camden**

Six axle locomotives are not permitted on the Industrial Lumber track.

**5.4 Plymouth**

Six axle locomotives are not permitted on the Science Center Spur.

**5.5 Buffalo**

Eastward trains with more than 30 loads and loaded unit trains are restricted from using the siding.

**5.6 Eden Valley**

No locomotives allowed on the fertilizer track.

**5.7 Broken**

Eastward trains with more than 30 loads and loaded unit trains are restricted from using the siding, unless otherwise approved by engineering service.

**5.8 Glenwood**

Six axle locomotives are not permitted on Ark Bedding Spur.

Extreme care must be used when riding cars or working about cars in the yard at Glenwood account close clearances between tracks and around switch stands.

**5.9 14th Ave. Spur**

Six axle locomotives must not be operated east of 30th Ave. No more than thirty (30) loaded cars at a time may be shoved into River Services facility.

**5.10 14th Ave. Spur**

Engines must not enter the Star Tribune building. Pulling and spotting of cars must be done with a sufficient number of idler cars to keep the engine outside of the warehouse.

**PAYNESVILLE**

## PAYNESVILLE SUBDIVISION

### Equipment Restrictions and Securement Exceptions-- continued

#### Securement Exceptions

##### 5.11 Glenwood

Handbrakes will be applied on the east end of all tracks except W-1 through W-3 and cuts of cars to be picked up will be secured on the "head end" as advised by the yardmaster.

Minimum of 2 hand brakes required on:

- Rip Tracks.
- W-4 through W-10

Minimum of 3 hand brakes required on:

- W-1 through W-3

All other tracks will be secured per Rule 7.6.

When switching an inbound train with the air brake system still charged, one (1) handbrake will be required on the standing cut of cars. In all cases additional handbrakes must be set as necessary to prevent movement.

##### 5.12 Glenwood – Yard Air

When instructed by the yardmaster, train crews will apply yard air to cuts of cars in the Lower or Upper Yard.

The following procedure and sequence MUST be followed:

1. Properly secure track per Rule 7.6.
2. Attach and cut in yard air
3. Remain at location until air brakes have released and ascertain handbrakes will hold train.

When disconnecting yard air, handbrakes must not be released until engine is tied onto track and air brake system is cut in.

Yard air glad hands are equipped with a pressure release button which when depressed will relieve pressure in the air coupling. Prior to separating the yard air hose from the train line air hose the pressure release button should be depressed for 10 seconds in order for pressure to be relieved. The air hoses should still be handled as if under pressure.

Road through trains that are yarding, staging or changing crews on the main track or pass track that would foul the walkway by the depot, may be required to cut the walkway and attach air hoses if deemed necessary.

##### 5.13 Humboldt Yard

All tracks must be secured by a minimum of four (4) handbrakes on the east end, except that westward trains making setout and transfers may secure track from the west end after stretching track to ensure it is together.

Cuts of four (4) cars or less must have handbrake applied to each car.

## PAYNESVILLE SUBDIVISION

If more than one block of cars is left on a track, each block of cars must be secured by a minimum of four (4) handbrakes.

When adding cars to the east end of tracks, existing handbrakes must be released and the minimum number of handbrakes reapplied on the east end of the track after cars have added.

Yard Switch Foreman and Conductors must notify the Humboldt Yardmaster the tracks they have worked on are secured after completion of work.

Engines left unattended on the west end of the elevator tack lead must be chocked using wheel chocks provided.

##### 5.14 Shoreham Yard

All tracks will be secured with a minimum of 1 hand brake per track.

##### 5.15 14th Ave. Spur

Engines with, and without cars, must not operate directly from the GAF lead into River Services. GAF and River Services must be entered from straight track only.

## 6.0 Movement Over Public Crossings

### 6.1 Shoreham Loop Track

Westward movements should as much as practicable use the west runner track. Eastward movements should as much as practicable use the Loop track making certain not to block the Intermodal crossing until able to move to the BNSF. This may be ascertained through the BNSF West Hump dispatcher or the CP Minnesota train dispatcher.

### 6.2 Shoreham

The IMS crossings for the Shoreham IMS roads must not be blocked for more than ten minutes between 0600 and 2200 Monday through Friday and from 0800 to 1200 on weekends. If crossings will be blocked for more than 10 minutes, contact the Minnesota dispatcher to get permission to cut crossings.

### 6.3 Minneapolis

City ordinance prohibits blocking of any street or alley for a period of more than (5) minutes.

## 7.0 Quiet Zones

### Continuous Quiet Zones

#### 7.1 Minneapolis

Between MP 1.0 and MP 5.0 Continuous Quiet Zone covering the following road crossings:

Lyndale Ave	MP 3.28
45th Avenue	MP 3.67
Humboldt Ave	MP 3.94

including all crossings in and around Shoreham and Humboldt Yard.

**PAYNESVILLE SUBDIVISION****Quiet Zones - continued****7.2 Minneapolis – 14th Ave Spur**

Between Camden and end of track at 17th Avenue N  
Continuous Quiet Zone covering entire Spur trackage.

**7.3 Brooklyn Center**

Between MP 5.5 and MP 6.0 Continuous Quiet Zone  
covering the following road crossing:  
Azelia Avenue North MP 5.73

**7.4 Hamel**

Between MP 15.22 and MP 15.73 Continuous Quiet  
Zone in effect covering the following road crossing:  
Sioux Drive MP 15.48

**7.5 Loretto**

Between MP 23.75 and MP 24.25 Continuous Quiet  
Zone in effect covering the following road crossing:  
Greenfield Road MP 24.00

**Partial quiet zones****7.6 Plymouth**

Between MP 9.8 and MP 13.5 Partial Quiet Zone 2200  
until 0700 covering the following road crossings:

Zachary Lane	MP 10.1
Larch lane	MP 10.88
Pineview Lane	MP 11.13
Vicksburg Lane	MP 13.21

**8.0 Switch and Derail Information****8.1 Glenwood**

Main track switches located at MP 119.7 and MP 121.5  
OM Pass track, may be left lined and locked in either  
the normal or reverse position.

**8.2 Shoreham – Remote Activated Switches**

Radio Touch Tone controlled power switches placed in  
service and are identified by signs for the On Station  
(OS) track segment reading BEGIN OS TRACK and  
END OS TRACK. Power Switches will be protected by  
switch point indicator signals.

- West runner/Superior Connection switch. Green when lined for west runner track and yellow when lined for Superior Connection track. Transmit touch tone number #0015 for location then 11 for normal or 33 for reverse using radio channel (AAR 084-084).
- West runner/BNSF transfer switch to BNSF. Green when lined for west runner and yellow when lined for BNSF transfer track. Transmit touch tone number #0015 for location then 11 for normal or 55 for reverse using radio channel (AAR 084-084).

**PAYNESVILLE SUBDIVISION**

**(Note)** The above two locations are incorporated together at same location. Westward movement top signal indicator will be for Superior connection switch and bottom for BNSF transfer switch. Eastward movement top signal indicator will be of BNSF transfer switch and bottom for Superior Connection switch.

- Loop/west runner Divide Switch. Green when lined for West runner and yellow when lined for Loop track Crew member will transmit touch tone number #0010 for location then 11 for normal or 33 for reverse using radio channel (AAR 084-084).

**8.3 Glenwood – Remote Activated Switches**

Radio Touch Tone controlled power switches placed in service and are identified by signs for the On Station (OS) track segment reading BEGIN OS TRACK and END OS TRACK. Power Switches will be protected by switch point indicator signals.

- West Pass/Main Track Switch at MP 121.5. Green when lined for main track and yellow when lined for pass track. Crew member will transmit touch tone number #1215 for location then 11 for normal or 33 for reverse using radio channel (AAR 044-044).
- East Pass/Main Track Switch at MP 119.7. Green when lined for main track and yellow when lined for pass track. Crew member will transmit touch tone number #1197 for location then 11 for normal or 33 for reverse using radio channel (AAR 044-044).

The following applies for the above switches for operation.

- Train or engine movement must approach switch prepared to stop.
- Use touch tone number for switch position before passing the OS sign location. This must be done for each movement over the switch.
- Switch point indicator will change accordingly from Green or Yellow aspect based upon request.
- Movement may proceed through the OS section once switch is lined and verified for route by switch point indicator.

**(NOTE)** Once switch route is requested that route is locked, no other requests will be accepted by the location until movement is complete through the OS segment or after the expiration of 6 minutes in case of no movement.

If indicator light displays Red or no indication is displayed, stop movement before passing OS sign. Switch must then be hand operated per Rule 9.13.1 (Hand Operation of Dual Control Switches), permission from control operator is not necessary to hand operate this switch.



**PAYNESVILLE SUBDIVISION**

**Switch and Derail Information - continued**

All Maintenance of Way movements must hand operate the radio controlled switches as outlined per Rule 9.13.1 (Hand Operation of Dual Control Switches), permission from control operator is not necessary to hand operate these switches.

**8.4 Humboldt – Remote Activated Derail**

Radio Touch Tone controlled Derail in service on Receiver 1 track at Humboldt MP 3.8. Derail will be protected by switch point indicator, Red for derailing position and Green for non-derailing position.

The following will apply to the operation of the Radio Controlled Derail by radio touch tone:

- Train or engine movement must occupy track circuit on Receiver 1 which is located between Humboldt Ave and 45<sup>th</sup> Street in order for radio touch tone to work.
- Crew member will transmit touch tone number 038 using radio channel AAR (094-094)
- The derail will then move to non-derailing position.
- Derail indicator will change from Red aspect to Green aspect.
- Movement may proceed once Green aspect is received.
- Derail will realign to derailing position once movement clears the track circuits between Humboldt Ave and 45th Street.
- Once aligned to derailing position Red aspect will be displayed and location will transmit message "CP DERAIL MP 3.8 IN DERAILING POSITION" Crew member will confirm derail message with Engineer in accordance with Rule 6.1.1 (Verbal Communication)
- If message is NOT heard after rear of train clears 45<sup>th</sup> Street or Humboldt Ave within 1 minute. Movement will come to stop and crew member will hand operate the power switch derail back to derailing position in accordance with Rule 8.20 or an understanding has been reached between other employees that they will line the power switch derail back to derailing position. When no message is received, crew member will report this to the train dispatcher who will inform the communication center.

If derail indicator light does not display Green aspect then the power derail must be operated by hand before proceeding. Hand operate the derail as follows:

- Stop movement before passing indicator for the derail,
- Unlock the switch lock,
- Place selector lever in hand position,
- Operate the hand throw lever until derail is seen to move and then line to desired position,
- Do not return selector lever to the power position until at least one unit or car has passed over the location of the derail.

When derail is returned to power position and movement is clear of the track circuits, the derail will automatically return to normal position.

**PAYNESVILLE SUBDIVISION**

Maintenance of Way must hand operate the power derail for their movements as outlined above and movement must be clear of location of derail before putting back on power.

**8.5 Electric Locks**

Station	MP	Location of switch
New Hope.....	8.6 .....	East end run around
New Hope.....	9.1 .....	West end run around
Hamel.....	16.0 .....	West end of spur track
Hamel.....	17.5 .....	Loram switch
Rockford.....	25.6 .....	East end of former siding
Rockford.....	26.5 .....	West end of former siding
Eden Valley .....	73.4 .....	West end of former siding
Brooten.....	103.2 .....	East end of siding
Brooten .....	104.5 .....	West end of siding

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

**9.1 Trackside Warning Detector Locations**

Milepost	Type of Detector	Call Back
9.8	HBD/DED	#009855
12.8	TPD	N/A
24.2	HBD/DED	#024255
47.7	HBD/DED	#047755
69.7	HBD/DED	#069755
93.6	HBD/DED/WILD	#093655
115.5	HBD/DED	#115555

**9.2 WILD Detector MP 93.6**

Crews of trains that have been notified by the train dispatcher as having cars that have speed restrictions identified by the Wheel Impact Load Detector (WILD) will be handled as follows:

**WESTWARD TRAINS**

- Cars restricted to 35 MPH or slower will be set out at Glenwood.

**EASTWARD TRAINS**

- Cars restricted to less than 25 MPH or slower will be set out at the first available bad order set out point as soon as the train crew is notified by the Train Dispatcher.
- Cars restricted to speeds 25 MPH or greater will be governed by instructions from the Train Dispatcher to set out at the first available bad order set out point or to move car to Humboldt Yard.

When car needs to be set out, it will be spotted with the wheel over the jack pads, where available.

**9.3 Bad Order Set Out Tracks**

Belgrade .....	west end of house track
Regal .....	east end of house track
Paynesville .....	east end of house track
Watkins.....	east end of house track
South Haven.....	middle of spur off siding
Eden Valley .....	house track



**Canadian Pacific US WEST REGION Timetable NO 101**  
**Paynesville Sub Module 9**

**PAYNESVILLE SUBDIVISION**

**10.0 Other Tracks**

**10.1 Other Tracks Not Shown as Stations**

Station Number	Location	Mile Post	Switch at
0607	New Hope	8.6	Various
0602	Plymouth	9.1	East end
4875	Mannix Spur	17.4	West end
4688	Belgrade	97.7	West end
<b>14th Ave Spur</b>			
0615	14TH Ave North	0.5	
Various			

**11.0 General Information**

**11.1 Calling of Restrictions Rule 1.47**

Westward trains leaving St. Paul Yard moving over the BNSF will begin radio transmission at BN University for movement to the Paynesville Sub.

**11.2 Shoreham - Intermodal**

On tracks North Strip, South Strip, Park 1 and Industrial Lead for unloading and loading of intermodal equipment. When tracks are being used by employees of the intermodal operating contractor, tracks will be protected by orange flags and orange colored switch lock and flags will be equipped with flashing lights for night time use. When so protected, before switching is done on the track(s) protected, permission must be obtained from the Operating Contractor Supervisor in charge who will be responsible for removal of the flags and their replacement after switching is completed.

**11.3 Shoreham - Curve Protection Signals**

Curve protection signals are in use between CP University Ave. and freight house crossing at the west end of Shoreham yard for West Runner (former Eastbound Main) and the Loop Track. Westward curve signals are located 635 feet east of St. Anthony Blvd. Eastward curve signal is located at the CP University (approximately in line with eastward Absolute signal) on south side of the West Runner. These curve signals are only track occupancy indicators for train movements and will display the following aspects and indications:

RED .....RESTRICTING... track occupied

LUNAR .....PROCEED..... track not occupied

This does not relieve the requirements of proceeding on those tracks in accordance with Rule 6.28

**PAYNESVILLE SUBDIVISION**

**11.4 Humboldt Yd – Yarding Instructions**

When no Humboldt yardmaster will be on duty, the yardmaster going off duty will give yarding instructions to all Humboldt yard engines still working and to the Minnesota train dispatcher for trains with known set outs. Yardmaster going off duty will provide the Supervisor Operations (SO) at St Paul Yard with a yard report, indicating current yard status and instructions issued to yard engines and train dispatcher. In case of problems, the yard crews will contact the General Yardmaster at St Paul Yard (651-778-3660) or via radio using channel (AAR 044-044) or channel (AAR 088-088) and be governed by their instructions. If road trains have a set out, that was not provided for by Humboldt yardmaster going off duty, the train dispatcher will confer with St. Paul Yard General Yardmaster before providing yarding instructions.

**11.5 Glenwood**

Crews that do work at CF Industries will contact them at (320) 634-5134 prior to entering plant. Upon arrival Conductor and brakeman must sign in with guard before proceeding switching of loads or empties. Once work is completed employees signed in must sign out with guard before departing plant.

**11.6 Glenwood – Yarding Instructions**

Road trains will contact the Yardmaster before entering yard to receive yarding instructions. The Yardmaster will inform arriving train of any crew's working on the same or adjacent track. The arriving crew will contact the crew(s) performing work and conduct a job briefing on moves to be made and tracks to be entered. If no Yardmaster is on duty, road crews will contact crew(s) working in yard, on the same or adjacent tracks and conduct job briefing before entering yard.

Yard crews and outbound trains must contact Yardmaster for initial job briefing before performing any duties within the yard.

The Yardmaster will inform crew(s) of any other crew(s) working on the same or adjacent tracks. Once notified, the crew beginning work will contact the crew performing work, on the same or adjacent tracks and conduct job briefing on moves to be made and tracks to be entered or departed from.

When a crew completes their work and are clear of track(s) they were working on, the Yardmaster must be notified along with the crew they had a job briefing with. Track status must be relayed which will include, whether track is clear and if cars are left on a track along with the number of and brakes applied to any remaining cars.

When the outbound crew has completed their air test, obtained required paperwork and is ready to depart, they will inform the Yardmaster and any other crews performing work in the yard and perform a job briefing for moves to be made prior to departing the yard.

Utility employees will report to the Yardmaster on duty.

**PAYNESVILLE**

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**PAYNESVILLE SUBDIVISION**

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**General Information – continued**

**11.7 Shoreham Yard – Train Reporting**

Conductors of "Intermodal Trains" departing Shoreham must provide the Humboldt Yardmaster with times for delays affecting train departure, time ready to depart and actual departure time if different from ready time.

After obtaining authority on the Loop track, train 182 is required to pull the lead locomotive by the AEI reader.

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**PAYNESVILLE SUBDIVISION**

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**11.8 Humboldt Yard – Train Reporting**

Conductors of westward trains departing Humboldt Yard must provide the Humboldt Yardmaster with the time of arrival at Shoreham, time departed Shoreham if delayed, time arrived at Humboldt yard, time departed Humboldt yard if delayed, along with any reason for delays at Shoreham or Humboldt.

If crews are taxied to their trains at Shoreham or Humboldt Yard the arrival time at Shoreham or Humboldt must be supplied to the Humboldt Yardmaster.

**Canadian Pacific US WEST REGION Timetable NO 101**  
**Withrow Sub Module 12**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	<b>WITHROW SUBDIVISION STATION PAGE</b> <b>TRAM AREA 1</b> # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Withrow		Mile Post Location					
2.93	0684	J	C	0.0	# (Jct CN) <b>WITHROW</b>	20.7		3546	PQ MP 17.7 to MP 16.3		1.66
					5.6						
	0686	AM		5.6	<b>BALD EAGLE</b> (MNNR Crossing)	15.1					
			T		6.7				PQ MP 11.5 to MP 9.5		
	4862	T		12.3	# Cardigan Jct East <b>CARDIGAN JCT</b> (Jct St Paul Sub)	8.8 8.4		7500			
					# Cardigan Jct West	7.5					
			C		3.9						
	4863	T AM		16.2	# <b>NEW BRIGHTON</b> (MNNR Crossing)	4.5					
					3.5						
	4886	T	C	19.7	# <b>CENTRAL AVE</b> <b>SHOREHAM</b>	1.0		YARD	CQ MP 2.7 to MP 0.0		
					1.0						
				20.7	# <b>CP UNIVERSITY</b> (Jct Paynesville Sub)	0.0					
			6.28		1.2						
	4886	T			<b>SHOREHAM</b>			YARD			

## WITHROW SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Minnesota Dispr	084-084	7	*71#	911
Engineering Shoreham	065-065			
BNSF West Hump Dispr	070-070		01	

#### 1.2 Telephone

Minnesota Dispatcher ..... 612-904-5820  
COTD..... 612-904-5836

### 2.0 Speed

2.1 Maximum Speed	MPH
Withrow - MP 15.1	40
MP 15.1 Bald Eagle – Over MNNR crossing	20
MP 15.1 - 7.6	40
MP 7.6 – Central Ave (MP 1.0)	30
Central Ave. (MP 1.0) - CP University (MP 0.0)	20
Through turnout of all switches and tracks other than main track, not otherwise specified	10
Trains handling 286,000 capacity cars weighing 268,000 or more over Bridge MP 0.49	10
Restriction applies only for loaded car(s) not entire consist, unless otherwise stated.	

## WITHROW SUBDIVISION

### 2.2 Cold Weather Restrictions

Temperature minus -15 degrees F or colder  
Entire Sub 35 MPH  
Unless more restrictive speed is in effect.

### 2.3 Hot Weather Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

### 2.4 Speed Test Sections

Not Applicable

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Withrow Subdivision

Provisions of Rule 6.2 apply.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Centralized Traffic Control is in use between Withrow and CP University.

**WITHROW**

## WITHROW SUBDIVISION

### Block System/Authority/Track Designation - continued

#### 4.2 Authority

Between Withrow and CP University – CTC Rules are in effect.

**Shoreham** – Train movements off the BNSF at BN University must contact the Minnesota train dispatcher before entering the trackage between BN University and CP University. Other movements coming out of Shoreham at the north or south lead must also contact Minnesota train dispatcher. Movements from CP University will be governed by signal indication and will move per Rule 6.28 within this territory.

Any trains entering Shoreham Yard, with the exception of the West Runner or Loop track, are required to contact the Humboldt Yardmaster. If there is no Yardmaster on duty, contact the Minnesota Dispatcher.

#### 4.3 Main Track Designation

Single Main Track between Withrow and CP University.

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

##### Bald Eagle - Automatic Interlocking

When the automatic interlocking absolute signal displays STOP at MP 15.1 – MNNR crossing, Bald Eagle, comply with Rule 9.12.3, and if a more favorable signal indication is not received, proceed at restricted speed. Rule 9.12.1 does not apply at this interlocking. Report of delay must be made to Minnesota train dispatcher.

**New Brighton** – Automatic interlocking with the MNNR.

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Lexington Ind. Park

Six axle locomotives are not permitted on this trackage.

##### 5.2 White Bear Lake Spur 17

Six axle locomotives are not permitted on this trackage.

#### Securement Exceptions

##### 5.3 Shoreham Yard

All tracks will be secured with a minimum of 1 hand brake per track.

## WITHROW SUBDIVISION

### 6.0 Movement Over Public Crossings

#### 6.1 Shoreham Loop Track

Westward movements should as much as practicable use the west runner. Eastward movements may use the Loop track making certain that they do not block the Intermodal crossing until certain they will be able to move to the BNSF. This may be ascertained through BNSF West Hump dispatcher or the CP Minnesota train dispatcher.

### 7.0 Quiet Zones

#### Continuous Quiet Zones

##### 7.1 Minneapolis

Between MP 0.0 and MP 2.7 Continuous Quiet Zone covering the following road crossings.

Central Ave NE	MP 1.12
Polk Street NE	MP 1.35
Fillmore Street NE	MP 1.55
Johnson Street NE	MP 1.98
37th Street	MP 2.44
Stinson Blvd	MP 2.5

including all crossings in and around Shoreham.

#### Partial Quiet Zones

##### 7.2 Vadnais Heights

Between MP 9.5 and MP 11.5 Partial Quiet Zone 2200 until 0700 covering the following road crossings:

County Road F (CSAH 12)	MP 9.76
McMenemy Street (CSAH 57)	MP 10.51
Highway 96 (CSAH 96)	MP 11.28

##### 7.3 Dellwood

Between MP 16.3 and MP 17.7 Partial Quiet Zone 2200 until 0700 covering the following road crossings:

Pedestrian Crossing Golf Course	MP 16.52
Pedestrian Crossing Golf Course	MP 16.53
La Costa Drive	MP 16.66
Apple Orchard Road	MP 17.06
Private Crossing	MP 17.43

### 8.0 Switch and Derail Information

#### 8.1 Cardigan Jct.

South wye switch to the St. Paul Sub may be left lined and locked in either the normal or reverse position.

#### 8.2 Electric Locks

Station	MP	Location of switch
Withrow	20.6	East end siding
Withrow	19.9	West end siding
Cardigan Jct	6.8	Industrial Park
New Brighton	4.7	East wye
New Brighton	4.3	West wye

**WITHROW SUBDIVISION****9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

Not Applicable

**10.0 Other Tracks****10.1 Other Tracks Not Shown as Stations**

Station Number	Location	Mile Post	Switch at
0687	White Bear Lake		
	Spur 17	13.7	East end
0689	Lexington		
	Industrial Park	6.8	East end

**11.0 General Information****11.1 Short Mile Locations**

MP 0.0 – MP 1.0 4425 feet  
 MP 1.0 – MP 2.0 3432 feet

**WITHROW SUBDIVISION****11.2 Shoreham Curve Protection Signals –**

Curve protection signals are in use between CP University and freight house crossing at the west end of Shoreham yard for the West Runner (former eastbound main) and the Loop Track.

Westward curve signals are located 635 feet east of St. Anthony Blvd. Eastward curve signal is located at CP University (approximately in line with eastward Absolute signal) on south side of the west runner. These curve signals are only track occupancy indicators for train movements and will display the following aspects and indications:

RED ..... RESTRICTING.....track occupied  
 LUNAR ..... PROCEED .....track not occupied

This does not relieve the requirements of proceeding on those tracks in accordance with Rule 6.28.

**WITHROW**

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**WITHROW**



**Canadian Pacific US WEST REGION Timetable NO 101**  
**St Paul Sub Module 13**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	ST PAUL SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Cardigan Jct		Mile Post Location					
1.92	4860	J	T	5.3	(Jct BNSF ) # SOO JCT	17.1			CQ MP 17.1 to MP 16.9		N/A
					0.5						
	4861			4.8	PARKWAY	16.6					
					0.4						
			W	4.4	WATERWORKS	16.2					
					4.2						
		T	C	0.2	SOUTH WYE	12.0					
					0.2						
	4862	T	CTC	0.0	CARDIGAN JCT (Jct Paynesville Sub)	11.8		YARD			

## ST PAUL SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	084-084	7	*71#	911
BNSF East Hump	076-076			
BNSF West Hump	015-015		010	

#### 1.2 Telephone

Minnesota Dispatcher ..... 612-904-5820  
 COTD..... 612-904-5836

### 2.0 Speed

#### 2.1 Maximum Speed

	MPH
MP 11.8 - MP 12.0	10
MP 12.0 – MP 17.1	25
Through turnout of all switches and tracks other than main track, not otherwise specified	10

#### 2.2 Cold Weather Speed Restrictions

Not Applicable

#### 2.3 Hot Weather Speed Restrictions

Not Applicable

#### 2.4 Speed Test Sections

Not Applicable

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 St Paul Subdivision

Provisions of Rule 6.2 apply.

## ST PAUL SUBDIVISION

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Not Applicable

#### 4.2 Authority

Track Warrant Control is in use between SOO Jct. and Cardigan Jct.

#### 4.3 Main Track Designation

Single Main Track between SOO Jct. and Cardigan Jct.

#### 4.4 Yard Limits

Not Applicable

#### 4.5 Interlockings

Not Applicable

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Water Works

Trains using track at Water Works must use only four axle locomotives and only cars to be spotted should enter track.

##### 5.2 Parkway

Six axle locomotives are not permitted on Fox Chemical track.

#### Securement Exceptions

No exceptions

**ST. PAUL**

**ST PAUL SUBDIVISION**

**6.0 Movement Over Public Crossings**

**6.1 St Paul**

City ordinance prohibits blocking of any street or alley for a period of more than 10 minutes.

**7.0 Quiet Zones**

**Continuous Quiet Zone**

**7.1 St Paul** – Between MP 16.0 and MP 17.1  
Continuous Quiet Zone covering the following road crossings:

Larpenteur Avenue	MP 16.29
Arlington Avenue	MP 16.9

**ST PAUL SUBDIVISION**

**8.0 Switch and Derail Information**

Not Applicable

**9.0 Trackside Warning Detectors and Bad Order Set Out Tracks**

Not Applicable

**10.0 Other Tracks**

Not Applicable

**11.0 General Information**

Not Applicable

**ST. PAUL**

**Canadian Pacific US WEST REGION Timetable NO 101**  
**Merriam Park Sub Module 15**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From St Paul Yard	MERRIAM PARK SUBDIVISION STATION PAGE  TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward		
Between St Paul Yard and Hoffman Ave Main Tracks used jointly with BNSF under BNSF Train Dispatcher													
1.43	4850	BT	C	0.0	(Jct River Sub) ST PAUL YARD	407.4C 427.5B		YARD			1.92		
				0.5									
			T	0.5	DAYTONS BLUFF	407.9C 428.3B							
				1.0									
			C	1.5	# HOFFMAN AVE (Jct BNSF Railroad)	408.9C 429.1B							
	J X												
	Between Hoffman Ave and St Paul Yard Main Tracks used jointly with BNSF under BNSF Train Dispatcher												
			C	1.6					CQ MP 410.7  ↕  MP 415.7 Includes Ford Line Spur				
		IJ X		3.1	# ROBERT ST (Jct UP Railroad) (West End of 2 MT)	410.5							
	0650	J X	T	3.8	# CHESTNUT ST (Jct UP Railroad)	411.2							
				0.8									
	0651		C	4.6	# FORDSON JCT (Jct Ford Line Spur)	412.0							
		4.2											
0654	J	8.8	# MERRIAM PARK (Jct MNNR Railway)	416.2									
BETWEEN MERRIAM PARK AND MIDWAY STATION BE GOVERNED BY MINNESOTA COMMERCIAL RAILWAY TIMETABLE AND RULES													
				0.6									
	T			9.4	MIDWAY STATION								

**MERRIAM PARK SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

	AAR	Zone	Dispr Call In	Emer- gency
Road	044-044	2	*21#	911
Minnesota Dispr	084-084	7	*71#	911
Engineering St Paul Yard	065-065			
St Paul Yard	088-088			
St Paul Hump	041-041			
Diesel House	028-028			
BNSF East Hump	076-076			
UP S St Paul Yardmaster	071-071			
MN Commercial	030-030			

**1.2 Telephone**

River Dispatcher ..... 612-904-5828  
 COTD ..... 612-851-5722

**MERRIAM PARK SUBDIVISION**

**2.0 Speed**

	MPH		
	PSGR	XT	OTHER
<b>2.1 Maximum Speed</b>			
St. Paul Yard – MP 408.3 .....	70	50	50
MP 408.3 – MP 410.5 .....	30	25	25
MP 410.5 over UP crossing .....	15	10	10
MP 410.5 - MP 411.3 .....	30	25	25
MP 411.32 - MP 416.2 .....	40	25	25
<b>EXCEPTIONS:</b>			
MP 412.0 – MP 412.7 .....	30		
MP 415.5 – MP 416.0 .....	30		
Applies to eastward passenger trains until leading end of movement occupies territory.			
MP 412.0 – MP 412.4 .....	30		
MP 415.0 – MP 416.0 .....	30		
Applies to westward passenger trains until leading end of movement occupies territory.			
Through turnout of all switches and tracks other than main track, not otherwise specified .....			
	10	10	10
Through turnouts Hoffman Ave and Merriam Park .....			
	15	10	10

**MERRIAM PARK SUBDIVISION**

	MPH		
	PSGR	XT	OTHER
<b>2.1 Maximum Speed</b>			
Chestnut St. – Turnout from CP MT to CP/UP joint track and turnout west end of two main tracks .....	30	25	25
Within limits of St. Paul Union Depot Company, moving through crossovers and turnouts .....	10	10	10
Savage Spur Track Rule 6.28 applies MP 27.2 - MP 35.1 .....			10

**2.2 Cold Weather Restrictions**

Temperature minus -30 degrees F or colder  
 Entire Sub ..... 35      35      35  
 unless more restrictive speed is in effect.

**2.3 Hot Weather Restrictions**

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

**2.4 Speed Test Sections**

Not Applicable

**3.0 Tabular General Bulletin Order/Track Bulletins**

**3.1 Merriam Park Subdivision**

Provisions of Rule 6.2 apply.

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Centralized Traffic Control is in use between St. Paul Yard and Merriam Park.  
 Between St. Paul Yard and Hoffman Ave. controlled by BNSF East Hump train dispatcher

**4.2 Authority**

Between St. Paul Yard and Merriam Park – CTC rules are in effect.

**St. Paul Union Depot Company** – Rule 6.13 applies within these limits. The entrance to this property is controlled on the east by signal indication at Third Street or verbal authority from BNSF East Hump dispatcher and on the west by signal indication or verbal authority from the CP River train dispatcher.

Movements in either direction between UP trackage South St. Paul and BNSF must be coordinated by CP River train dispatcher, UP Yardmaster at South St. Paul and BNSF East Hump train dispatcher.

**MERRIAM PARK SUBDIVISION**

**St. Paul Union Depot Company – continued**

Trains operating from UP Albert Lea Sub and UP Roseport industrial lead must contact UP Yardmaster at South St. Paul and receive permission before passing Junction Switch. If signal does not display a proceed indication at Junction Switch, contact the UP train dispatcher.

Trains operating to the UP South St. Paul via Hoffman Ave. (Belt) or State Street via Union Depot must secure permission from UP Yardmaster at South St. Paul before passing east end of Hoffman Ave.

**Minnesota Commercial** – Rule 6.28 applies within these limits. All trains and engines operating from the Minnesota Commercial Railway Co. to St. Paul will arrange to obtain permission of CP River train dispatcher before blocking the lead.

**Western Ave.** – Eastward train and engine movements from UP trackage at Western Ave. must contact CP River train dispatcher.

Westward train and engine movements from CP trackage to Western Ave. must secure permission from UP South St. Paul Yardmaster before passing Robert Street. Southward movements beyond MP 2.3 on UP Mankato Subdivision must be authorized by UP train dispatcher 43 Altoona. (Radio AAR 052-052).

**4.3 Main Track Designation**

Two main tracks are in use between St. Paul Yard and Chestnut St. Beginning at the north, the main tracks are numbered NO 1 and NO 2.

Between St. Paul Yard and Hoffman Ave. the main tracks are used jointly with the BNSF railroad.

BNSF mileposts apply to NO 2 MT between St. Croix and Newport and to NO 1 MT between Newport and St. Paul Yard.

CP mileposts apply to NO 1 MT between St. Croix and Newport and to NO 2 MT between Newport and St. Paul Yard.

CP and BNSF owned tracks will be identified by the mile post number followed by the letter "C" for CP trackage or the letter "B" for BNSF trackage.

**St. Paul Union Depot**

The limits of the St. Paul Union Depot Company property extend from connection with BNSF tracks at Third Street and connection with CP-BNSF tracks between Third Street and Division Street on the east to connection with the UP and CP tracks at Robert St. on the west.

**4.4 Yard Limits**

Not Applicable

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**MERRIAM PARK SUBDIVISION**

**Block System/Authority/Track Designation - continued**

**4.5 Interlockings**

**Robert Street** – Manual interlocking controlled by CP River train dispatcher.

**5.0 Equipment Restrictions and Securement Exceptions**

**Equipment Restrictions**

**5.1 Ford Line and Savage Spur**

Trains handling 286,000 cars weighing over 268,000 are prohibited as shown below:

Ford Line Spur

Savage Spur over Bridge MP 28.44 and MP 39.74 except as allowed by overload tolerance.

**5.2 St Paul Yard** - Trains, transfers, or rail cars must not be left blocking pedestrian walkway leading from parking lot to the main yard office.

Engine(s) must not be parked or stored in the following locations at St. Paul Yard: 21 Pocket, 43 Pocket, east end of 1 Pocket or Mini Rip track.

Due to close clearance between south side of the diesel service island and the westbound track, employees are prohibited from riding on the north side of rail cars while approaching and passing the diesel service island while moving on the new westbound track. "NO CLEARANCE" signs are displayed at both ends of the diesel service island.

**5.3 BNSF**

Two way end of train devices are required of all trains operating on the BNSF Railroad as follows:

MP 0.5 – MP 5.0	BNSF	Midway Sub
MP 430.0 – MP 5.0	BNSF	St. Paul Sub

**5.4 Ford Yard**

Six axle locomotives are not permitted on ramp lead.

**5.5 Between Merriam Park and Chestnut St.**

This area is defined as heavy grade and two way telemetry device required, as applicable. This does not apply to movements between Chestnut and Fordson Jct.

**5.6 Savage Spur Trackage**

Six axle locomotives are not permitted between MP 35.1 and Savage.

**Securement Exceptions**

**5.7 St. Paul Yard**

**Tracks CT01 – CT04** - minimum of 2 hand brakes applied to each cut of cars left unattended.

**MERRIAM PARK SUBDIVISION**

**Tracks CMINI and CT05** - When spotting mini rips hand brake must be applied on each car. If there is an inoperable hand brake another car with an operating hand brake must be left attached and secured.

**Tracks CT06 – CT41**- These tracks are protected by arrestors and inert retarders. These track do not require hand brakes unless otherwise instructed.

**Tracks CT42 – CT 47 and Dunn Yard** – Minimum of 3 hand brakes must be applied on any cut of cars left on track.

**All other yard tracks between Dunn and Hoffman** – Minimum of two hand brakes applied to each cut of cars. except when single car will be left with its handbrake applied.

**Note:** Cut of cars is a group of cars not attached to other cars on the track

**St Paul Yard (Hump)** – Engines left unattended on the hump lead between the hump tower and the west Dunn yard lead must be chocked using wheel chocks provided.

**5.8 Ford Yard**

Minimum of two (2) handbrakes required on the east end of all yard tracks.

**6.0 Movement Over Public Crossings**

**6.1 Chestnut Street**

Eastward train movements on Merriam Park Sub or off the UP trackage approaching Chestnut Street must remain 500 feet back of Absolute signals or at location of signs posted until a proceed signal governing movement is received to make sure traffic pre-emption for vehicle traffic signals are working before crossing gates descend.

**6.2 Savage Spur trackage**

Trains must stop before occupying road crossings and have a crew member on ground at crossing to warn traffic until occupied.

Burnsville Parkway	MP 30.47
South Cross Drive	MP 31.56
150th Street	MP 32.11
155th Street	MP 32.8
168th Street	MP 34.18
172nd Street	MP 34.88

## MERRIAM PARK SUBDIVISION

### 7.0 Quiet Zones

#### CONTINUOUS QUIET ZONES

##### 7.1 St. Paul

Between MP 410.7 and MP 415.7 Continuous Quiet Zone covering the following road crossings:

Market/Ontario St	MP 410.96
Chestnut Street	MP 411.12
Western Ave	MP 412.08
Erie Street	MP 412.13
Oneida Street	MP 412.43
Carroll Ave	MP 415.48

##### 7.2 St Paul

Ford Line - Between Fordson Jct and Ford Yard including Ford Yard Continuous Quiet Zone over all road crossings

### 8.0 Switch and Derail Information

#### 8.1 Robert Street

When necessary to handle the dual control switch in manual operation, after movement has been completed and is clear of the interlocking and switches restored to power, crews must actuate the push button control located on relay house. No movement may be fouling the interlocking at the time the push button is actuated.

#### 9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

Not Applicable

### 10.0 Other Tracks

#### 10.1 Savage Spur Trackage – FRA Excepted Track

MP 28.1 - MP 35.1.

**10.2 DIESEL HOUSE TRACKAGE – ST. PAUL YARD**  
Diesel House tracks are under the jurisdiction and control of Mechanical Department personnel. All employees operating engines, or engine consists, within the confines of the Diesel House tracks must comply with instructions from the Mechanical Foreman in charge.

Engines, or engine consists, must not enter Diesel House tracks without first obtaining permission from the Diesel House Foreman on radio channel 7 (AAR channel 28), or through the General Yardmaster via telephone from the Diesel House Foreman.

Engines and engine consists must not depart Diesel House tracks to enter yard tracks, including the track defined as the 21 pocket, without first obtaining permission from the General Yardmaster.

## MERRIAM PARK SUBDIVISION

### 10.3 ST PAUL YARD RIP TRACKS

Between the hours 0700 and 2300, engineers of all movements moving in either direction on the old eastbound track must ring the engine bell continuously while approaching and passing cars positioned for repair on Rip 1 at the St Paul repair track. Ringing the engine bell should commence sufficiently in advance to provide warning to employees engaged in repair of rail cars on Rip 1 track.

### 11.0 General Information

#### 11.1 Merriam Park

Third Short track is leased to Minnesota Commercial and may only be used by CP and Minnesota Commercial. All other movements on this track may only be made with permission of the Minnesota Commercial and could be subject to certain charges assessed by that railroad.

#### 11.2 St. Paul Yard

Train, transfer, and engine movements must not enter into, or depart from, St. Paul Yard via Hoffman Avenue, Oakland or Dunn without permission from the General Yardmaster at St. Paul Yard.

Crews instructed to use tracks in St. Paul Yard other than classification tracks, where block protection governs must obtain permission from the General Yardmaster prior to entering such tracks.

General Yardmaster must not allow more than one crew on the same track without notifying all crew members on both crews and conducting a job briefing with all crew members discussing moves to be made and ascertaining that all crew members involved communicate with each other before movements are made.

General Yardmaster will also include Hump Yardmaster in the job briefing when movement will affect or occur on tracks that are governed by the Hump Yardmaster.

When train, transfer, or engines are making movements to and from the Union Pacific Railroad (UP) Hoffman Yard (Belt) the General Yardmaster must inform other movements entering St. Paul Yard at Hoffman Ave. to be on lookout for such movements to the UP. CP movements must not depart UP Hoffman Yard and enter CP trackage without first communicating with, and receiving permission from the General Yardmaster.

In addition to permission from the General Yardmaster, train, transfer and engine movements must not enter into, depart from, or occupy any track in Dunn Yard from either the East or West end without authority from the St. Paul Hump Yardmaster.



## MERRIAM PARK SUBDIVISION

### General Information – continued

Train, transfer and engine movements must not enter into, depart from, or occupy "Swamp" tracks 42 through 47 from either the east or west end without first communicating with, and receiving permission from the General Yardmaster. Train, transfer and engine movements must not depart the east end of "Swamp" tracks without also receiving authority from the Hump Yardmaster.

Train, transfer and engine movements must not enter into, depart from, or occupy tracks 1 through 4 from either the east or west end without first communicating with, and receiving permission from the General Yardmaster.

All trains and engines moving eastward on tracks 1, 2, 3 and 4 in St. Paul Yard, will remain clear of the other three tracks unless proceed signal is displayed on governing absolute signal at Oakland or signal is not needed to complete movement.

#### 11.3 St. Paul Yard Indication Lights

Indication lights are installed on line pole just west of roundhouse crossing. These lights will be lit with a white light for outbound trains when Hoffman Ave. shows an indication to proceed. These lights do not indicate the position of any switches between the crossing and Hoffman Ave. Outbound trains must remain behind roundhouse crossing waiting for signal at Hoffman Ave. when white light is not displayed until either authorized by control operator to proceed or lights are lit.

#### 11.4 St. Paul Yard Curve Protection Signals

Curve Protection Signals - Two running tracks designated from the north as CP 1 and CP 2 extend from Hoffman Ave. to the west end of St. Paul Yard. On the west end of St. Paul Yard CP 1 divides into the old westbound to the north and the new westbound to the south. CP 2 continues into the yard as the eastbound track. Because of the curvature on the westbound and eastbound tracks opposite the roundhouse, movements in either direction on either track will be governed by color light type dwarf signals located at each end of the curve on each track displaying the following aspects and indications:

RED ..... RESTRICTING  
LUNAR ..... PROCEED

This does not relieve the requirements of proceeding on those tracks in accordance with Rule 6.28

#### 11.5 St. Paul Yard Shove Signals

The yardmaster is in charge of tracks under shove light protection. Before cars are shoved into these tracks using shove lights, a job briefing between crew member and yardmaster must be made to determine track is clear for the movement. Crew member will then hold job briefing with other crew members on move to be made using shove lights and that during this movement no other unrelated task outside of this move may be made.

## MERRIAM PARK SUBDIVISION

Shove signals are located on the west end of tracks 1, 2, 3, 4, and tracks 42, 43, 44, 45, 46 and 47 indicate the number of car lengths of room remaining at the opposite end of the track and east end of tracks A, B, C, D and E in Dunn Yard. When shove signals are in use, crews are relieved of Rule 6.5.

These signals are located to the right of the track on which they apply.

#### INDICATIONS DISPLAYED BY SHOVE SIGNALS

12 = room for 4 units and 12 cars

8 = room for 4 units and 8 cars

4 = room for 4 units and 4 cars

E = room for 2 units

When various circuits are not occupied, the lights in the indicator will be illuminated.

When cars are shoved into tracks 1, 2, 3, 4, 42, 43, 44, 45, 46 and 47 from the west end, the leading pair of wheels on the leading car will shunt each circuit in order named, 12, 8, 4, and "E", and each light will be extinguished as the leading wheel shunts each circuit.

When cars are shoved in to tracks A, B, C, D and E in Dunn yard from the east end, the leading pair of wheels on the leading car will shunt each circuit in order named, 12, 8, 4, and "E", and each light will be extinguished as the leading wheel shunts each circuit.

When light indicating the amount of room desired to be left clear is extinguished, the cut must be stopped

When the "E" light is extinguished during shove moves the track will be considered full and no further shove movements into the shove signal circuits will be permitted.

Single engine, engine consists or cars must not be left standing within the shove signal circuits unless such equipment is coupled to and part of a train, transfer or cut of cars occupying the track protected by the shove signals.

When the east switch of "A" (Able) Pocket is lined away from movement through the Able Pocket, all shove lights will be extinguished on the shove light display board for "A" (Able) track.

**11.6 Red Rock Industrial Lead** – The Red Rock industrial lead parallels NO 2 Main Track between MP 403 and MP 405 and connects with Dunn yard on the west end and Newport storage track on the east end. Trains and engines must receive permission from General Yardmaster to enter Red Rock industrial lead track.

## MERRIAM PARK SUBDIVISION

### General Information - continued

Trains, engines, or cars must not be left on the Red Rock industrial lead without permission from the General Yardmaster.

Normal position of hand operated switches located on the industrial lead will be lined and locked for the industrial lead.

All trains and engines moving eastward on tracks A - B - C - D and E in Dunn yard will remain clear of the other four tracks unless a proceed signal is displayed on governing absolute signal at Dunn for movement to NO 2 Main Track or Red Rock industrial lead.

All trains and engines arriving at Dunn on NO 2 Main Track or Red Rock industrial lead, must contact the General Yardmaster for permission to occupy a track in Dunn yard. The Hump Yardmaster must be notified when movement starts in on a track at Dunn yard.

### 11.7 Northern Tier

The following is required of all crews that work in the Northern Tier.

1. Crew must wear long sleeved shirt or jacket and sleeves must be rolled down to cover arms, to protect employee from mist and fire.
2. Ground crew must wear hard hat when working in the refinery. Hard hats are available at guard house.
3. All gates must be closed after work is completed at refinery.
4. Jacket will be available at guard house, if employee forgets their long sleeved shirt or jacket.
5. Northern Tier employees, or agents of Ashland Refinery, will inspect all rail cars prior to their being spotted into the refinery. Call Ashland Security at (651) 458-2719 for rail car inspection.

### 11.8 Fordson Jct.

When the eastward absolute signal displays STOP indication, eastward trains must stop west of Oneida Street and communicate with the CP River train dispatcher.

### 11.9 Between Hoffman Ave and St. Croix

The following will apply to intermediate number plated signals for NO 1 and NO 2 MT's: Intermediate number plated signal displaying a red aspect, train must stop before passing the signal and then proceed at restricted speed, if signal is equipped with a "G" marker, train need not stop but must proceed at restricted speed.

On BNSF trackage between Division Street and St Croix, Approach Medium (flashing Yellow) signal aspect applies, indication "Proceed prepared to pass next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed".

## MERRIAM PARK SUBDIVISION

### 12.0 Hump and Classification Yard Instructions

#### 12.1 General Duties and Responsibilities Hump Yardmaster.

The Hump Yardmaster is under the jurisdiction and supervision of the General Yardmaster.

The Hump Yardmaster supervises hump switch crews, and car department personnel working under their jurisdiction.

The Hump Yardmaster is charged with the safe and efficient classification of railcars employing the "Pro-Yards" automatic hump control system.

#### 12.2 Classification Yard Instructions

Engineer in charge of engine humping must comply with instructions received, except in cases of emergency. When shoving cars from Dunn and up to the crest of the hump, a crew member or other qualified employee must ride leading car or walk ahead of movement to ascertain switches are properly lined.

Crew must know that cars are coupled, before moving cars over hump. Hump Foremen must instruct their crews in this respect and know that instructions are complied with. When for any reason, backup signals are given, Hump Foreman must know that their helpers are in proper position before signal is again given to hump.

#### 12.3 Hump Procedures/restrictions

Hump Yardmasters and Hump Switch Foreman, must monitor the "Pro-Yards" automatic hump system to assure that cars are moving over the hump at proper speed and must also give attention to lading, special handling instructions, weather conditions, etc., so that cars can reach proper classification track without incident or damage to car or lading.

Loaded cars must be released in cuts of three (3) cars or less. Empty cars must be released in cuts of five (5) cars or less. Proper time element between each cut must be maintained.

Cabooses must not be released over the hump. Cabooses must not be used during humping operation and must be shoved to rest or handled by themselves.

Do not move empty or loaded deep well intermodal cars (depressed flats or double stack/triple stack) and empty or loaded depressed center beam lumber cars in series CP 320000 through CP 320029 through the hump retarders.

When cars are found bad order or made bad order and not marked bad order on switch list, Hump Foremen must call attention to such cars and get disposition from Yardmaster. Yardmaster must contact mechanical forces to have car Bad-Ordered in TYES.

## MERRIAM PARK SUBDIVISION

### Hump and Classification Yard Instructions - continued

#### 12.4 Humping to a Clear Track (Inert Retarders and Arrestor System)

Classification (bowl) tracks 6 through 41 are protected on the west end by a system of inert retarders and track arrestors.

The following instructions govern humping into clear tracks:

1. When the Hump Yardmaster is advised that a classification track is clear, the Hump Yardmaster will put a "peg" on the track.
2. Before humping into a clear track, the Hump Yardmaster will determine the car type and commodity.
3. Cars containing metal shavings, any loaded hopper, or any loaded tank car must not be humped into a clear track.
4. The cut humped into a clear track must always be a single car.
5. Hump Yardmaster will announce on radio channel 5 (AAR 88) when car is going up a clear track.

#### 12.5 Over-speed Alarm

Whenever the "over speed alarm" is tripped during humping operations the "contaminated wheel process" must be completed before humping is resumed. The first three cars that are humped after an over speed must not go to a clear track.

#### 12.6 Movement from Hump into Bowl

If necessary for hump engine to move into classification yard, ground crew must accompany engine. Engine must not be moved through retarders in either direction when retarders are in closed position.

Cars must not be pulled or shoved through retarders when retarders are in closed position without permission from the proper authority.

When necessary to shove cars over the hump into the bowl, employee must not ride the cars being shoved over the hill.

#### 12.7 Shoving Tracks from Hump End

The hump crew must notify the General Yardmaster when a track is to be shoved and General yardmaster will arrange for protection of the shove. Hump crew will inform General Yardmaster when shove move is completed.

#### Placement of Cars West End of Bowl Tracks

When cars are pulled out of the bowl from the hump end of the yard and cars are left on the track, remaining cars must be left no farther west than the inerts.

When cars are added to the west end of the bowl tracks, they must be placed at least into the inert retarder. If cars are on the track and extend west of the inert, the added car(s) must be coupled to them.

## MERRIAM PARK SUBDIVISION

#### 12.8 West End Bowl Tracks Clearance Restrictions

The General Yardmaster should be informed any time cars on a track in the classification yard are 90 feet or closer to the fouling point.

The General Yardmaster will, when notified, either make arrangements to have track secured with hand brakes or shove track back into the east arrestor system if room is available.

Hump Yardmaster must not hump into the track until they know that the securement has been provided or the track has been shoved back into the east arrestor system.

#### 12.9 Requesting and Releasing Blocks on Bowl Tracks

Any time a train crew or other craft needs to enter a track in the hump classification yard those employees must contact the Hump Yardmaster when on duty and request a block on the track or tracks.

Hump Yardmaster will block track and notify requesting employee that required protection has been provided by stating "**(Employee or Engine No.) has a block on track (No.).**" Requesting employee must repeat this information back to Hump Yardmaster. Before commencing any duties on that track other protection used by other crafts must be established. When work is completed and protection is no longer required, employee will notify Hump Yardmaster that block may be released. Hump Yardmasters must keep records on tracks blocked and released on prescribed form with time given.

After a crew has requested a block on a bowl track, but has been advised that cars are still "rolling" into the track, the crew will wait a minimum of FIVE (5) MINUTES before coupling onto the track, unless it can be VISUALLY VERIFIED by a member of the crew requesting the block that the "rolling" cars have coupled to the track. If a problem is found with equipment or track they have the block on, employees must leave protection established in place, until the situation is remedied or other protection is provided by another craft or employee.

Before a crew may enter a hump classification track from the west end, for any reason, they must request a block on the track from the Hump Yardmaster and receive confirmation that the block has been established.

Crew member must request a block before taking charge of, or inspecting engines tied up on the west end of the classification tracks.

## MERRIAM PARK SUBDIVISION

### 12.9 Requesting and Releasing Blocks on Bowl Tracks - continued

The block may be released when the engine moves off the classification track. A block is also required when an engine is parked on the west end of a classification track when a crew goes to lunch or is tying up. The block is to be released when the crew is clear of the classification tracks. Likewise a crew coming out of lunch must request a block before taking charge of their engine parked on a classification track.

### 12.10 Air Switches in Hump Yard

**The following guidelines will be used when using air switches in manual operation:**

1. Make certain the route is in the automatic position.
2. Step down on pedal making certain pedal is fully down, listen for a hissing sound of air being vented to atmosphere. If you do not hear this do not go any further and contact yardmaster to get a signal maintainer.
3. Operate switch lever all the way, make certain that you are not in the path of the switch handle and out of its way in case it kicks back.
4. Switches must be approached expecting that something could be wrong. If handle requires too much effort do not throw and contact yardmaster.

### 12.11 Application of Uniform Hump Status Modes

The Hump Yardmaster is responsible to ensure that the ProYards System is adjusted throughout the day to indicate the correct status modes below. The Supervisor Operations (SO) is responsible to audit compliance to these three status modes.

#### **Hump Mode:**

This mode automatically indicates when the hill is actively humping. When in the Hump Mode, the words 'Hump Sig' on the ProYards screen will turn to yellow text, and when not humping the words will then turn red. The hump should not be in hump mode until ready and actively humping railcars. Leave the ProYards System in the Idle mode when a hump list is loaded into ProYards from Common Yards, until actually humping starts.

When cars are humped into a track, short distance to couple (DTC) 200 feet or less and conditions may cause the cars to foul the lead or adjacent track, when cars couple into standing cars on the destination track, the hump will automatically stop. Humping must not resume until the Hump Yardmaster determines that cars are in the clear of tracks to be used and hump operations can be resumed safely.

When in other than Hump Mode, flat switching rules apply.

## MERRIAM PARK SUBDIVISION

#### **Trim Mode:**

This mode should only be used when a hump locomotive is actively trimming on the hump end of the classification yard. When in Trim Mode, the words 'Trim Sig' on the ProYards screen will turn yellow, and when not trimming the words will turn red. As soon as the trim work is completed, the Trim Mode should be closed so that the ProYards System goes into the default or Idle mode. During trimming operations, hump crew must not release cars on any track at a speed greater than 6 MPH. Cars must not be pulled up the hump and released, unless the cars are to be retarded or will not exceed 6 MPH entering the destination track. Crews must be aware of the amount of cars on tracks and other conditions which would require releasing cars at less than 6 MPH.

#### **Idle Mode:**

This mode should be used whenever a hump crew is not actively humping or trimming. Though the Idle Mode does not indicate in the ProYards screens, the ProYards System does default to this mode when either the Hump or Trim Modes are inactive (i.e. when both terms are 'red' on the screen or stopped, or when the 'F12' STOP key is depressed on the ProYards keyboard).

Some examples of when ProYards should be in the Idle mode are:

- when the hump crew is at lunch,
- when the hump crew is off in the Yard getting another hump cut or moving other traffic,
- when queuing or waiting in the escape track,
- when sitting idle on the hump awaiting shift change
- when expected to sit for an extended time frame at the end of a hump cut.

Anytime a hump is not actively humping or trimming, the ProYards hump computer should be set into Idle Mode.

**Canadian Pacific US WEST REGION Timetable NO 101**  
**River Sub Module 16**

**RIVER**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From St Paul Yard	RIVER SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
5.08			C	119.4	(Jct Tomah Sub) # RIVER JCT WEST	288.0					
					5.0						
	4820			114.4	# Donehower East DONEHOWER	292.3 293.0		11360			
					# Donehower West	294.6					
					10.0						
	4821			104.4	# Homer East HOMER	301.9 303.0		13514			
					# Homer West	304.8					
					5.2						
	4822	B		99.2	WINONA	308.2		YARD			
					1.9				CQ MP 306.5 to MP 311.0		
	4823	J	T	97.3	# TOWER CK (Jct UP)	310.3					
					2.9						
				93.1	GOODVIEW	313.2					
					5.9						
	4825			91.4	# Minnesota City East MINNESOTA CITY	314.9 316.0		11556			
					# Minnesota City West	317.2					
					9.0						
	4827			82.4	# Weaver East WEAVER	324.2 325.0		11736			
					# Weaver West	326.6					
					13.0						
	4829			69.4	# Midland East MIDLAND	337.3 338.0		13326			
					# Midland West	340.0					
					3.2						
	4830			66.2	WABASHA	341.2		YARD			
					9.8						
	4831			56.4	# Lakeview East LAKEVIEW	349.5 351.0		12360			
					# Lakeview West	352.0					
					2.8						
	4832			53.1	LAKE CITY	353.8		YARD			
					8.2						
	4833			45.4	# Frontenac East FRONTENAC	361.0 362.0		12441			
					# Frontenac West	363.5					
					4.7						
	4835			36.7	RED WING	370.7		YARD			
					3.5						
	4838			33.2	# Duke East DUKE	372.7 374.2		14574			
					# Duke West	375.6					
					9.8						
	4840		C	23.4	# Blackbird East BLACKBIRD	382.8 384.0		10473			
					# Blackbird West	385.0					
					1.9						
	4841			21.5	(East End of 2 MT) # VERMILLION	385.9					
					2.8						
					Continued next page						

**Canadian Pacific US WEST REGION Timetable NO 101**  
**River Sub Module 16**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	CONTINUED RIVER SUBDIVISION STATION PAGE TRAM AREA 1	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From St Paul Yard	# DENOTES CONTROL POINT OR MANUAL INTERLOCKING	Mile Post Location					
5.08	4842	X	C	18.7	# EAST HASTINGS	388.7					
					2.4						
	4843	B	T	16.3	# HASTINGS (West End of MT 2) (Mississippi Drawbridge)	391.1		YARD	CQ MP 390.7 to MP 391.4		5.08
			C		1.0						
Between St Croix and St Paul Yard Main Tracks used jointly with BNSF under BNSF Train Dispatcher											
2.82	4844	J X	C	15.3	# ST CROIX (Jct BNSF Railroad) (East End of 2 MT)	392.1C 410.5B			CQ BNSF No 2 MT MP 420.0B to MP 421.4B	402.8 No 2 MT	4.38
					10.4						
	4849	X		4.9	# NEWPORT	402.5C 422.2B					
					0.6						
			T	4.3	# RED ROCK	403.1C					
					2.0						
				2.3	# DUNN	405.1C					
					1.4						
		X		0.9	# OAKLAND	406.5C 426.7B			CQ Red Rock Industrial Track	BNSF 424.4 No 1 MT	
					0.9						
	4850	BT	C	0.0	ST PAUL YARD (Jct Merriam Park Sub)	407.4C		YARD			
Between St Paul Yard and St Croix Main Tracks used jointly with BNSF under BNSF Train Dispatcher											

## RIVER SUBDIVISION

**SPECIAL INSTRUCTIONS GOVERNING ST. PAUL  
YARD ARE LOCATED WITH THE MERRIAM PARK  
SUB**

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	044-044	2	*21#	911
Minnesota Dispr	084-084	7	*71#	911
BNSF Dispr Lawler	066-066		760	
Engineering St Paul	065-065			
St Paul Yard	088-088			
Hump Channel	041-041			
Diesel House	028-028			
BNSF East Hump Dispr	076-076		200	

#### 1.2 Telephone

River Dispatcher ..... 612-904-5828  
COTD ..... 612-851-5722

## RIVER SUBDIVISION

### 2.0 Speed

	MPH		
2.1 MAXIMUM SPEED	PSGR XT OTHER		

MP 288.0 – MP 304.8 .....	65	55	50
MP 304.8 – MP 306.6 .....	60	55	50
MP 306.6 – MP 310.3, Winona, through city limits, .....	30	30	30
(Eastward trains may increase speed after engine passes through limits)			
MP 310.3 – MP 326.6 .....	65	55	50
MP 326.6 – MP 327.2 .....	60	55	50
MP 327.2 – MP 329.9 .....	65	55	50
MP 329.9 – MP 338.3 .....	75	60	50
MP 338.3 – MP 354.5 .....	65	55	50
MP 354.5 – MP 362.3 .....	79	60	50
MP 362.3 – MP 364.1 .....	65	55	50
MP 364.1 – MP 364.8 .....	60	50	50
MP 364.8 – MP 369.2 .....	65	55	50
MP 369.2 – MP 371.8, Red Wing, through city limits .....	40	40	40
MP 371.8 – MP 373.3 .....	65	55	50
MP 373.3 – MP 385.9 .....	79	60	50
MP 385.9 – MP 389.1, NO 1 MT .....	79	60	50
MP 389.1 – MP 389.6, NO 1 MT .....	70	60	50



**Canadian Pacific US WEST REGION Timetable NO 101**  
**River Sub Module 16**

**RIVER**

**RIVER SUBDIVISION**

**Speed – continued**

	PSGR	XT	OTHER
MP 389.6 – MP 390.4, NO 1 MT .....	60	40	40
MP 390.4 – MP 391.0, NO 1 MT .....	50	40	40
MP 391.0 – MP 391.1, NO 1 MT .....	25	25	25
MP 385.9 – MP 390.4, NO 2 MT .....	60	40	40
MP 390.4 – MP 391.1, NO 2 MT .....	25	25	25
MP 391.1 – MP 391.5 .....	25	25	25
MP 391.5C – MP 392.1C St. Croix .....	35	35	35
MP 392.1C – MP 392.5C through St. Croix including CP connection switch.....	25	25	25
MP 392.5C – MP 396.1C, NO 1 MT ....	45	35	35
MP 396.1C – St. Paul Yard, NO 1 MT .	70	50	50
MP 410.8B St. Croix – MP 418.2B, NO 2 MT .....	45	40	40
MP 418.2B – St. Paul Yard, NO 2 MT..	70	50	50
Winona - Wall Street track .....			5
Through turnout of all switches and tracks other than main track, not otherwise specified .....	10	10	10
<b>River Jct. West</b> – through turnouts and on siding .....	25	25	25
<b>Donehower</b> - turnouts and on sdg ..	25	25	25
<b>Homer</b> - turnouts and on siding .....	25	25	25
<b>Minnesota City</b> - through turnouts and on siding .....	25	25	25
<b>Weaver</b> - through turnouts and on siding .....	25	25	25
<b>Midland</b> - through turnouts and on siding .....	25	25	25
<b>Lakeview</b> - through turnouts and on siding .....	25	25	25
<b>Frontenac</b> - through turnouts and on siding .....	25	25	25
<b>Duke</b> - through turnouts and on siding .....	25	25	25
<b>Blackbird</b> - through turnouts and on siding .....	25	25	25
<b>Vermillion</b> - through turnout east end of 2 MT .....	25	25	25
<b>East Hastings</b> - through crossover	25	25	25
<b>Hastings</b> - through turnout west end of 2 MT .....	25	25	25
<b>St Croix</b> - through crossover to NO 1 MT .....	25	25	25
<b>Newport</b> - through east and west crossovers .....	25	25	25
<b>Red Rock</b> - through turnout and on Industrial track .....	25	25	25
<b>Dunn</b> - through turnouts and on industrial track .....	25	25	25
<b>Oakland</b> - through crossover .....	25	25	25

**2.2 Cold Weather Restrictions**

Temperature minus -30 degrees F or colder  
 Entire Sub ..... 35 35 35  
 Unless more restrictive speed is in effect.

**RIVER SUBDIVISION**

**2.3 Hot Weather Restrictions**

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

**2.4 Speed Test Sections**

MP 381 to MP 378

**3.0 Tabular General Bulletin Order/Track Bulletins**

**3.1 River Subdivision**

Provisions of Rule 6.2 apply.

**4.0 Block System/Authority/Track Designation**

**4.1 Block System**

Centralized Traffic Control is in use between River Jct. West and St. Paul Yard. CTC between St. Croix and St. Paul Yard controlled by BNSF East Hump train dispatcher.

**Between Hoffman Ave. And St. Croix**

The following will apply to intermediate number plated signals for NO 1 MT and NO 2 MT: Intermediate number plated signal displaying a red aspect, train must stop before passing the signal and then proceed at restricted speed, if signal is equipped with a "G" marker, train need not stop but must proceed at restricted speed.

On BNSF trackage between Division Street and St Croix, Approach Medium (flashing Yellow) signal aspect applies, indication "Proceed prepared to pass next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed".

**4.2 Authority**

Between River Jct. West and St. Paul Yard – CTC rules are in effect.

**4.3 Main Track Designation**

Single Main Track between River Jct West and Vermillion and between Hastings and St Croix.

Two main tracks are in use between Vermillion and Hastings and between St. Croix and St. Paul Yard. Beginning at the north, the main tracks are numbered NO 1 and NO 2.

Between St. Croix and St. Paul Yard the main tracks are used jointly with the BNSF railroad

BNSF mileposts apply to NO 2 MT between St. Croix and Newport and to NO 1 MT between Newport and St. Paul Yard. BNSF mile posts will be identified by the letter "B" for BNSF trackage.

## **RIVER SUBDIVISION**

### **Block System/Authority/Track Designation - continued**

CP mileposts apply to NO 1 MT St. Croix and Newport and to NO 2 MT between Newport and St. Paul Yard. CP mile posts will be identified by the letter "C" for CP trackage.

#### **4.4 Yard Limits**

Not Applicable

#### **4.5 Interlocking**

Not Applicable

### **5.0 Equipment Restrictions and Securement Exceptions**

#### **Equipment Restrictions**

**5.1 Red Wing** – Due to restricted clearance in Archer Daniels Midland's loading shed on the Park track, employees are prohibited from walking or riding on side of equipment into or through loading shed.

Watch for close clearance between yard track and ADM number 3 track when cars are on ADM number 3 track.

#### **Securement Exceptions**

**5.2** A minimum of 2 handbrakes are required within the following yard tracks:

- Winona
- Wabasha
- Lake City
- Red Wing, except for cars left on yard track east of Broad St. and on west pass will be governed by Rule 7.6.
- Hastings
- Cottage Grove

### **6.0 Movement Over Public Crossings**

#### **6.1 Winona**

Trains must approach the following road crossings prepared to stop, until it is ascertained that all crossing warning devices are operating. If not operating, warning must be provided by crew member on ground until crossing is occupied:

Moving from main track to yard at the crossover east of Franklin Street. A control box for manual operation for this crossing is located on the northeast quadrant.

#### **6.2 Between Duke and Hastings**

Trains and engines must not block County Highway 18. In event of emergency situation which may cause blockage notify train dispatcher immediately that crossing is blocked. Crossing must be cleared in a timely manner.

#### **6.3 Between Vermillion and East Hastings**

Private road crossings at MP 386.6 and MP 387.1 must be cut when trains are staged or parked.

## **RIVER SUBDIVISION**

### **7.0 Quiet Zones**

#### **Continuous Quiet Zones**

##### **7.1 Winona**

Between MP 306.5 and MP 311.0 Continuous Quiet Zone covering the following road crossings:

Louisa Street	MP 306.72
Mankato Avenue	MP 307.19
Hamilton Street	MP 307.55
Franklin Street	MP 307.98
Main Street	MP 308.35
Huff Street	MP 308.63
Grand Street	MP 308.84
Sioux St & Gilmore	MP 309.04
Howard Street	MP 309.26
Baker & Wabasha Streets	MP 309.43
Broadway Street	MP 309.56
Fifth & Jackson Streets	MP 309.66
Bierce Street	MP 310.11

and all other road crossings on downtown tracks.

##### **7.2 Hastings**

Between MP 390.7 and MP 391.2 Continuous Quiet Zone covering the following road crossings:

2 <sup>nd</sup> Street	MP 391.09
3 <sup>rd</sup> Street	MP 391.02

##### **7.3 Cottage Grove**

Continuous Quiet Zone covering the following road crossing:

Inman Ave	MP 415.2B No 2 MT
-----------	-------------------

##### **7.4 St Paul Park**

Between MP 420.0 B and MP 421.4 B NO 2 Main Track Continuous Quiet Zone covering the following road crossings:

Pullman Ave	MP 420.32 B
9 <sup>th</sup> Avenue	MP 420.71 B
Broadway Ave	MP 421.10 B

##### **7.5 St Paul**

Continuous Quiet Zone covering the following road crossings:

North Star Steel
Red Rock Road
Roundhouse Crossing

## RIVER SUBDIVISION

### 8.0 Switch and Derail Information

#### 8.1 Electric Locks

Station	MP	Location of switch
Winona	306.0	E. end of yard track
Winona	306.1	E. end of dump track
Winona	306.6	W. end of dump track
Winona	307.9	Franklin St. XO
Winona	308.0	Scale Track
Winona	308.5	W. end of yard track
Tower CK	309.9	Malt track lead
Tower CK	312.8	W. end of yard track
Wabasha	340.8	E. end former WWD TRK
Wabasha	342.9	W. end former WWD TRK
Lake City	353.1	E. end former EWD TRK
Lake City	353.7	Crossover
Lake City	355.0	W. end former EWD TRK
Red Wing	367.3	E. end former EWD TRK
Red Wing	370.5	ADM XO-MT to Park TRK
Red Wing	370.6	E. end of Park TRK
Red Wing	370.9	W. end of Park TRK
Red Wing	371.3	W. end former EWD TRK
East Hastings	388.8	E. end old sdg No. 2 MT
Hastings	390.4	W. crossover No. 2 MT
Hastings	391.1	No. 1 MT to old EWD sdg
Chemolite	396.2	W. end of Chemolite spur
Cottage Grove	398.2	E. end of Marshalling yard
Cottage Grove	399.0	W. end Marshalling yard

### 9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

#### 9.1 Trackside Warning Detector Locations

Milepost	Type of Detector	Call Back
299.2	HBD/DED	#299255
331.5	HBD/DED	#331555
357.1	HBD/DED	#357155
378.8	HBD/DED/WILD	#378855
402.8C No 2 MT	HBD/DED	#402844
BNSF 424.4B No 1 MT	HBD/DED	208

#### 9.2 WILD Detector MP 378.8

Crews of trains that have been notified by the train dispatcher as having cars that have speed restrictions identified by the Wheel Impact Load Detector (WILD) will handle the cars at speed designated. Car(s) will be set out at Red Wing first option, otherwise cars may be moved to Wabasha as second option to be set out.

Wheel will be inspected for any damage such as cracks, pieces missing, broken flange, defective bearings, etc.

#### 9.3 Bad Order Set Out Tracks

Winona	Depot track
Wabasha	CV main
Lake City	Team track
Red Wing	Industrial track

## RIVER SUBDIVISION

### 10.0 Other Tracks

#### 10.1 Other Tracks Not Shown as Stations

Station Number	Location	Mile Post	Switch at
4826	Whitman	319.1	East end
4828	Kellogg	335.2	West end
4848	Cottage Grove	399.0	Both ends
4847	Chemolite	396.2	West end

### 11.0 General Information

#### 11.1 Calling of Restrictions Rule 1.47

Westward trains leaving St. Paul Yard moving over the BNSF will begin radio transmission at BN University for movement to the Paynesville Sub. River Sub will not include movements over Joint trackage between Hoffman Ave. and St. Croix.

#### 11.2 Red Wing – ADM Norsun

Before switching ADM Norsun:  
 Contact ADM Employee in charge of rail operations via telephone or in person at scale and/or loading shed. ADM will designate person by name on their switch list.

Obtain information from the ADM Employee in Charge regarding ADM track mobile operation and if any ADM employees are working or will be working within the area to be used and any conditions to be on the alert for.

Conduct Job Briefing with ADM rail operations employee indicating tracks that will be used during switching operations and confirm information received from ADM Employee in Charge regarding track mobile and ADM employees in the area.

If unable to contact ADM rail operations employee when arriving at Red Wing ADM plant it should be ascertained where track mobile is located and verified that it is shut down before starting switching moves.

As always with any switching operations you must make certain that there are no employees on the cars or in between before moving and also make certain that there are not any hoses or other devices attached to the cars before moving.

Phone number for ADM is 651 388 7111

Phone for track scale is 651 267 3835

When spotting or pulling cars on NO 1 track at ADM's Red Wing facility do not walk or perform switching activity from the bluff side of NO 1 track (the area between the rock bluff and NO 1 track). The bluff side of NO 1 track is a prohibited area. To protect your safety, from falling rock, do not enter this area. When spotting or pulling cars on ADM's NO 1 track, perform necessary work from the river side of the track area between NO 1 and NO 2 track.

**RIVER SUBDIVISION**

**General Information – continued**

**11.3 Cottage Grove**

Set outs by road trains will only be made on the storage, pass and/or back tracks. Cars must not be set out toward auto compound, unless there is a road switch crew on duty at Cottage Grove who will direct movement.

**Canadian Pacific US WEST REGION Timetable NO 101**  
**Waseca Sub Module 17**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Waseca	<b>WASECA SUBDIVISION STATION PAGE</b> <b>TRAM AREA'S</b> Waseca to Rochester – 2 Rochester to MN City - 4 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑ Mile Post Location	Yard Limits	Siding Length	Continuos Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Tracks/de Warning Detector Location	Haulage Factors Eastward
1.2	04836		<b>Rule 6.28</b>	98.1	# (Jct River Sub) GOODVIEW	4.9					Down Grade
					1.5						
	04825			96.6	MINNESOTA CITY	6.4					
					4.9						
	01003			91.2	STOCKTON	11.3					
	01008		<b>T</b>		7.1						
				84.1	LEWISTON	18.4					
					4.4						
	01009			79.7	UTICA	22.8					
					5.5						
1.98	01012		<b>T</b>	74.2	ST CHARLES	28.3					
					8.6						
	01018			65.6	EYOTA	36.9					
					1.0						
	01021			64.6	PLAINVIEW SPUR	37.9					
Down Grade					11.4						
	01024	B	<b>W</b>	53.2	ROCHESTER	49.3				40.4	1.98
					9.4						
	01027			43.8	BYRON	58.7					
					5.7						
	01030			38.1	KASSON	64.4				61.4	
					4.0						
	01033		<b>C</b>	34.1	ESS Dodge Center DODGE CENTER WSS Dodge Center	66.8 68.4 68.8		9718			
					8.0						
	01036			26.1	CLAREMONT	76.4					
					11.2						
	00361			14.9	OWATONNA JCT (Jct Owatonna Sub)	87.6					
					0.5						
1.97	00362		<b>C</b>	14.4	(Jct Owatonna Sub) OWATONNA	88.1					92.4
					8.2						
	01039			6.2	MERIDEN	96.3					
					6.2						
					WASECA (Jct Tracy Sub)						
	01057	BY	<b>YL</b>	0.0		102.5	100.9 to 107.25	YARD			1.75

**WASECA**

**WASECA**

## WASECA SUBDIVISION

### 1.0 Radio and Telephone Information

#### 1.1 Radio Channels

	AAR	Zone	OS Call In	Emer- gency
Road	057-057	6	61#	911
Yard	019-019			
Engineering	082-082			
UP Road	052-052			

#### 1.2 Telephone

Huron Operations Supervisor ..... 612-851-5728  
 COTD ..... 612-851-5741  
 Waseca Operations Supervisor ..... 612-851-5749  
 (0600-1400 M-F when notified that Huron desk is split)  
 UP Spine Dispatcher ..... 800-877-0295  
 River Dispatcher ..... 612-904-5828

### 2.0 Speed

2.1 Maximum Speed	MPH
MP 4.4 - MP 6.4.....	10
MP 6.4 - MP 18.2.....	25
MP 18.2 - MP 20.5.....	10
MP 20.5 - MP 46.0.....	25
MP 46.0 - MP 100.9.....	30
MP 100.9 - MP 102.5.....	10
Through turnout of switches and tracks other than main track, not otherwise specified.....	10

#### 2.2 Cold Weather Speed Restrictions

Temperature -15 degrees F or colder  
 MP 4.4 to MP 45.9.....35 MPH  
 MP 86.4 to MP 88.6.....35 MPH

Temperature -30 degrees F or colder  
 MP 45.9 to MP 86.4.....35 MPH  
 MP 88.6 to MP 102.5.....35 MPH  
 Unless more restrictive speed in effect

#### 2.3 Hot Weather Speed Restrictions

When ambient temperature exceeds 95 degrees F, speed must be reduced 10 MPH below the maximum authorized timetable speed. Trains need not reduce below 25 MPH. This restriction does not apply where maximum speed is 25 MPH or less on permanent or temporary speed restrictions.

#### 2.4 Speed Test Sections

MP 9.0 - MP 10.0  
 MP 92.0 - MP 93.0

## WASECA SUBDIVISION

### 3.0 Tabular General Bulletin Order/Track Bulletins

#### 3.1 Waseca Sub

Provisions of Rule 6.2 apply.

### 4.0 Block System/Authority/Track Designation

#### 4.1 Block System

Not Applicable

#### 4.2 Authority

Track Warrant Control is in use between Minnesota City and Waseca.

GCOR Rule 6.28

Minnesota City MP 4.4 - MP 6.4

#### 4.3 Main Track Designation

Single Main Track between Minnesota City and Waseca.

#### 4.4 Yard Limits

West MP	East
<b>MP</b>	
107.25	Waseca (Tracy Sub)
	Waseca..... 100.9

### 5.0 Equipment Restrictions and Securement Exceptions

#### Equipment Restrictions

##### 5.1 Stockton

No locomotives past clearance point.

##### 5.2 Lewiston

Benson Quinn - 4 axle locomotives only.  
 Benson Fertilizer- 4 axle locomotives only.

##### 5.3 St Charles

West fertilizer track - 4 axle locomotives only.

##### 5.4 Haverhill

Greenway Coop - 4 axle locomotives only.

##### 5.5 Rochester

Public Utilities - 4 axle locomotives only.  
 Seneca line - 4 axle locomotives only.  
**1.0** No Clearance at Rochester Public Utilities (fence near track).

No Clearance between Tracks 2 and 3, do not ride sides of cars unless adjacent track is clear.

##### 5.6 Byron

Elevator track - 4 axle locomotives only.

##### 5.7 Dodge Center

McNeilus Track - 4 axle locomotives only.



**Canadian Pacific US WEST REGION Timetable NO 101**  
**Waseca Sub Module 17**

**WASECA SUBDIVISION**

**Equipment Restrictions and Securement  
Exceptions - continued**

**5.8 Claremont**

Downtown fertilizer track - 4 axle locomotives only.

**5.9 Waseca Yard**

South Pass - 4 axle locomotives only.

Brown Printing - 4 axle locomotives or one 6 axle locomotive only.

Agrilink - 4 axle locomotives only.

**Securement Exceptions**

**5.10 Rochester**

Minimum 2 hand brakes

**5.11 Dodge Center**

Minimum 2 hand brakes

**5.12 Waseca**

Yard Minimum 1 hand brake

Cemetery Crossing - Minimum 2 hand brakes

Main Track, MP 100.9 - MP 102.5 - Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

**6.0 Movement Over Public Crossings**

**6.1 Lewiston**

All movements on Elevator Track must activate automatic crossing warning device for 20 seconds prior to occupying Fremont Street grade crossings (MP18.4).

**2.0 6.2 Eyota**

All movements on Elevator Track must activate automatic crossing warning device for 20 seconds prior to occupying Center Avenue (MP 36.8).

**6.3 Rochester**

**3.0** All movements on auxiliary tracks must activate automatic crossing warning device for 20 seconds prior to occupying:

- 2nd Avenue NE grade crossing (MP 49.1)
- 1st Avenue NW grade crossing (MP 49.4)
- 4th Avenue NW grade crossing (MP 49.5)
- 6th Avenue NW grade crossing (MP 49.7)
- 11th Avenue NW grade crossing (MP 50.0)

**WASECA SUBDIVISION**

**6.4 Waseca**

Do not block crossings on school days:

0730 to 0800      1200 to 1300      1445 to 1515

Monday through Friday, the crossings east of the yard in Waseca (Highway 13 and Fourth Street S.W. are the main crossings) and the crossings south of Waseca Yard must not be blocked by switch crews.

If an unforeseen circumstance, emergency, mechanical, or brake failure occurs that will cause a crossing to be blocked during the above time frames, or in excess of 15 minutes during the remaining times of the day, the crew must immediately contact the Trainmaster or Operations Supervisor who will contact the Waseca Police Department or Sheriff's Department.

The Waseca Police Department, Sheriff's Department, and ambulance service monitor the CP's radio frequency and may notify the railroad of any crossings that must be opened immediately for emergency vehicles. Railroad employees must work expeditiously to open these crossings so as not to unduly delay emergency vehicles.

**7.0 Quiet Zones**

Not Applicable

**8.0 Switch and Derail Information**

**8.1 Owatonna Jct**

Owatonna Jct switches to Owatonna Sub shall be left lined in normal position for the Waseca Sub.

**9.0 Trackside Warning Detectors and Bad  
Order Set Out Tracks**

**9.1 Trackside Warning Detector Locations**

Milepost	Type of Detector	Call Back
40.4	HBD/DED	N/A
61.4	HBD/DED	N/A
92.3	HBD/DED	N/A

**10.0 Other Tracks**

**10.1 Other Tracks Not Shown as Stations**

Station Number	Location	Mile Post	Switch at
01024	Haverhill Greenway Coop	42.6	West End
01024	Haverhill Greenway Coop	42.9	East End

**10.2 Rochester**

**Seneca Spur** – Rule 6.28 applies.

**WASECA**

**WASECA SUBDIVISION****11.0 General Information****11.1 St Charles to Minnesota City**

Descending Heavy Grade Train Handling Procedure:  
These instructions apply to Eastward trains in which the tons per operative brake exceeds 100 tons:

5. A running brake test must be performed at a location between MP 27.5 and MP 20 to ensure BP continuity.
6. From a fully charged air brake system, make a minimum automatic brake application prior to the locomotive passing MP 16.8 (Dutchman Crossing).
7. Monitor train speed until it is known that the combination of train air brakes and mid-range Dynamic Brake (DB) are sufficient to control train speed at 10 MPH. Minimum application may be supplemented by additional brake applications of at least two psi.
8. Trains must be stopped, hand brakes applied and brake system recharged if more than throttle notch 4 is required to pull the train between MP 17 and MP 13.
9. Normal cycle braking supplemented with dynamic brakes may be employed after lead engine passes MP 12.5.

**WASECA SUBDIVISION****11.3 Minnesota City**

When picking up or setting out cars at Minnesota City, advise the River Dispatcher of the number and location of cars set out and picked up as soon as practical.

**11.4 Waseca**

When switching Brown Printing, crew members may request that the doors on partially loaded cars be closed before moving the cars if there is danger of the load shifting or falling out of the car.

# COMMITMENT TO SAFETY

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1. Everyone working on our Railway must understand their job and be properly trained to do it.
  2. Compliance with rules, procedures and policies are absolutely mandatory.
  3. Before we begin our work each day, everyone within the group working together must understand what is to be accomplished.
  4. We take no shortcuts.
  5. Productivity won't be put ahead of safety.
  6. We must have clear communications.
  7. People on the job have to be mentally prepared, rested and physically fit to do the job that day.
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**CANADIAN PACIFIC**

## **CANADIAN PACIFIC POLICE SERVICE**

24 HOUR COMMUNICATIONS CENTER

TOLL FREE NUMBERS ☎ 1-800-716-9132 (Canada and USA), 1-800-551-2553 (Canada only),  
Bell Mobility #732 or Rogers AT&T \*2277

Please call direct or through the Train Dispatcher/Operations Supervisor to report near misses  
and other incidents which affect the safe operation of the railway.



## **CANADIAN PACIFIC POLICE SERVICE**

[Police\\_communications@cppoliceservice.com](mailto:Police_communications@cppoliceservice.com)

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### **Employee and Family Assistance Program**

To contact the nearest EFAP Referral Agent please call

☎ 800-824-9892 (answered 24 hours/day)



**INTERNET**

**CANADIAN PACIFIC RAILWAY**

<http://www.cpr.ca>