

CANADIAN PACIFIC

SYSTEM SPECIAL INSTRUCTIONS NO 1

US West Region and US East Region
All Subdivisions

Effective at 0001 Monday July 9, 2012



Mike Franczak
Executive Vice President & Chief Operations Officer

Doug McFarlane
Vice President US Operations

Jerry Peck
General Manager Operations US East

Scott Paradise
General Manager Engineering US East

Mike Chulich
General Manager Operations US West

Justin Meyer
General Manager Engineering US West

**US East Region and US West Region
System Special Instruction NO 1 – July 9, 2012**

**CSR Transportation
Field Operations
Critical
Safety
Rules**

The 11 Critical Safety Rules were developed to:
 • improve safety
 • prevent serious accidents
 • raise awareness
 • promote compliance
 • outline the consequences of violations
 Comply with the 11 Critical Safety Rules for Transportation and Field Ops, the alternative is not worth the risk.



SAFETY THROUGH COMPLIANCE

CANADIAN PACIFIC

**Engineering
Services
Lifesaving
Rules**

1 Apply prescribed lockout tag out protection



2 Use prescribed fall protection equipment



3 Protect and secure stored rolling stock and track units



4 Never cross between moving rolling stock while riding it.



5 Never step on a coupler.



The 5 Engineering Services Lifesaving Rules were developed to:
 • save lives
 • prevent serious accidents
 • improve health and safety
 • clearly outline consequences
 • promote compliance

Comply with the 5 Engineering Services Lifesaving Rules, the alternative is not worth the risk.
**CANADIAN
PACIFIC
RAILWAY**
 Integrity



5 Alive!

We all want to go home in the same condition we were in when we left for work. The 5 Alive rules are there to protect you from potential harm. None of the people seriously hurt or killed on the job thought it would happen to them. Do not fail to comply with the 5 Alive rules. It's not worth the risk.

**CANADIAN
PACIFIC**

**US East Region and US West Region
System Special Instruction NO 1 – July 9, 2012**

System Special Instructions NO 1

Taking effect at 0001 Monday July 9, 2012

TABLE OF CONTENTS

Our Vision, Living Our Values	Inside Cover
US West and US East Officers / MOC	2
Emergency Situations	3
Section 1 - Signals	
SOO/DME.....	SIG-1
NEUS.....	SIG-3
Section 2 – Speed and Equipment Handling Instructions	
1.0 Speed and Equipment Restrictions.....	SEHI-1
2.0 Scale Test Cars	SEHI-2
3.0 Track Evaluation Cars (TEC)	SEHI-3
4.0 Handling Continuous Welded Rail	SEHI-5
5.0 Business Cars.....	SEHI-7
6.0 Speed Indicators and Speed table	SEHI-8
7.0 Weather Warnings	SEHI-9
Section 3 – General Code of Operating Rule Changes	GCOR-1 to GCOR -18
Section 4 - Radios.....	
1.0 Transmitting Technique	R-1
2.0 Radio Telephone Interface System (RTI)	R-1
3.0 MRAS Instructions	R-4
Section 5 – Train Inspections and Trackside Warning Detectors.....	
1.0 Train Inspections Procedures	TITWD-1
2.0 Trackside Warning Detector	TITWD-4
3.0 Reporting and Setting Out Defective Cars	TITWD-7
Section 6 – Dimensional Handling Instructions	
1.0 General	DHI-1
2.0 Protection Notices.....	DHI-1
3.0 Classification.....	DHI-3
4.0 General Restrictions	DHI-3
5.0 Handling Procedures	DHI-6
Section 7 - Security Awareness	18
1.0 General Security	SEC-1
2.0 Security Alert Levels	SEC-1
3.0 Suspicious Objects	SEC-1
4.0 Persons on CP Property	SEC-2
5.0 Persons Riding Train	SEC-2
6.0 Employee Identification.....	SEC-2
7.0 Transportation Worker Identification Credentials (TWIC)	SEC-2
8.0 Disclosure of Sensitive Material.....	SEC-3
9.0 Border Crossing.....	SEC-3
10.0 Securing Equipment	SEC-3
Section 8 – Company Designated Clinics	CDC-1
Section 9 – General Information	
Roadway Signs.....	GI-1
Call Before You Dig	GI-3
Job Briefings.....	GI-4
Amtrak Schedules (SOO)	GI-5
Amtrak Schedules (NEUS)	GI-6
Section 10 – Track Diagrams.....	Map-1 to Map-47
CP Police Services – EFAP – Internet	Back Cover

**US East Region and US West Region
System Special Instruction NO 1 – July 9, 2012**

US EAST OFFICERS

General Manager - US EAST ☎ (630) 860-4270				
Superintendents				
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

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

MECHANICAL SERVICES

Superintendent US East ☎ (630) 860-4451
--

US WEST OFFICERS

General Manager - US West ☎ (651) 495-9521				
Superintendents				
St Paul ☎ (651) 495-9519	TC Terminal ☎ (651) 778-3653	Glenwood ☎ (320) 634-1959	Huron ☎ (605) 353-7025	Harvey ☎ (701) 324-2529

ENGINEERING SERVICES

General Manager – US West ☎ (651) 495-9506			
Superintendents / Division Engineers			
St Paul ☎ (651) 495-9512	TC Terminal ☎ (651) 495-9511	Glenwood ☎ (320) 634-1918	Brookings ☎ (605) 697-2401

MECHANICAL SERVICES

Superintendent US West ☎ (651) 495-9530
--

Minneapolis Operations Center

General Manager Transportation - US ☎ (612) 904-5837			
Superintendents/Director			
Sr Supt ☎ (651) 495-9519	Supt US East ☎ (612) 851-5632	Supt US West ☎ (612) 851-5725	Director CMC/Dispatching ☎ (612) 904-5858

Chief Train Dispatchers				
Glenwood ☎ (612) 904-5836	Chicago ☎ (612) 851-5722	Huron ☎ (612) 851-5741	Quad Cities ☎ (612) 851-5740	NEUS ☎ (612) 904-5937

**US East Region and US West Region
System Special Instruction NO 1 – July 9, 2012**

EMERGENCY SITUATIONS

GENERAL

Emergency situations require immediate actions in order to protect all concerned. Although there are different types of emergencies the following may be used in order to provide immediate guidance and references.

RADIO

An employee will transmit the word "EMERGENCY" 3 times at the beginning of the transmission to indicate the report of;

- an accident involving injury;
- a condition which may constitute a hazard to employees or others;
- a condition which may endanger the passage of movements; or
- a derailment affecting the main track.

See GCOR Rule 2.10

**✚ EMERGENCY CALL - TO TRAIN
DISPATCHER/OPERATIONS SUPERVISOR**

- Switch to Call-in Channel
- Enter 911
- Listen for 2 short beeps, an 8 second interval and long tone
- Say "EMERGENCY" 3 times
- Wait for RTC to respond.

INJURIES/FATALITIES

When an accident involving **serious** personal injury has occurred, the local police and any required medical support should be immediately summoned to the scene.

When a fatality has occurred due to any cause, crews must report the fact immediately to the Train Dispatcher/Operations Supervisor or their immediate supervisor.

See GCOR 1.2.5

TRAIN/VEHICLE AND TRESPASSER

Consult GCOR 1.1.3 when an accident occurs that involves a vehicle or a pedestrian (at Grade crossing or elsewhere).

FIRE ALONG RIGHT OF WAY

See GCOR Rule 1.28

WHAT TO DO?

Rule 6.23 - EMERGENCY STOP

Situations where a movement is stopped as a result of an emergency brake application, or other abnormal condition, which may cause an adjacent main track to be obstructed.



- ✚ Transmit on assigned channel: **"EMERGENCY EMERGENCY EMERGENCY, (movement) on (designated track) stopping in emergency between mile ____ and mile ____ (name) subdivision."**
- ✚ Transmit on other railway channels, if practicable.
- ✚ Advise Train Dispatcher/Operations Supervisor of movement number, location and if other track(s) are liable to be obstructed. (*See ✚ Emergency Call*)
- ✚ Repeat emergency broadcast at intervals until relieved by Train Dispatcher/Operations Supervisor or adjacent tracks are known to be safe and clear.
- ✚ If unable to comply with the above, adjacent main track must be protected as per Rule 6.23.

OTHER MOVEMENTS

- ✚ Pass location specified at restricted speed and stop short of any portion of the stopped movement fouling their track.

THE TRAIN DISPATCHER.OPERATIONS SUPERVISORS MUST

- ✚ Immediately secure and advise affected movements.
- ✚ Alert other railway, providing location of the stop and request that the other railway advises affected movements on their railway.
- ✚ Advise the crew involved in the emergency stop when all other affected movements have been advised.

See GCOR 6.23

EMERGENCY BRAKE APPLICATIONS

- ✚ Place automatic brake handle in EMERGENCY.
- ✚ TIBS emergency brake feature must be activated.
- ✚ Conductor's emergency valve must be opened fully.
- ✚ Regulate locomotive brakes as required by the situation.

See ABTHM Section 6, Rule 6.0

STOP SIGNAL PASSED WITHOUT AUTHORITY

- ✚ Emergency radio broadcast on standby channel: **"EMERGENCY EMERGENCY EMERGENCY, (movement) on (designated track) just passed STOP signal at ____ (name) subdivision."**

- ✚ Stop the train immediately.

- ✚ As quickly as possible, advise Train Dispatcher/Operations Supervisor.

Before Proceeding:

Instructions from the Train Dispatcher / Operations Supervisor must include authority of:

- Rule 9.12.1 within CTC
- Rule 9.12.2 within Manual Interlockings
- Rule 9.12.4 within ABS

Block Signal dropping to STOP

When a signal displaying a proceed indication changes to an indication requiring train to stop, the train must stop at once. An Emergency Brake Application is only required if a source of danger is noticed.

Otherwise, stop must be made as quickly as possible, consistent with good train handling.

WITHOUT or OUTSIDE LIMITS OF OPERATING AUTHORITY (MOVEMENT).

- ✚ Emergency radio broadcast on standby channel: **"EMERGENCY EMERGENCY EMERGENCY, (movement) on (designated track) outside protected limits between mile ____ and mile ____ (name) subdivision."**

- ✚ Stop train immediately

- ✚ Contact Train Dispatcher/ Operations Supervisor immediately.

☠ DANGEROUS GOODS

Incidents involving a car, container or trailer which contains or last contained dangerous goods must be reported immediately to the RTC. In a yard, the supervisor in charge must be notified.

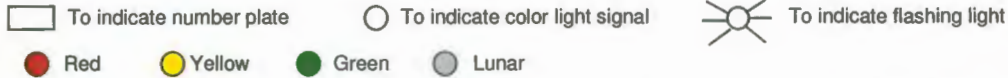
See US Hazardous Materials Instructions for Rail Section VIII Emergency Response

Section 1 – Signals

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

SOO – DME GENERAL DESCRIPTION OF SIGNALS

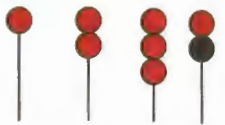
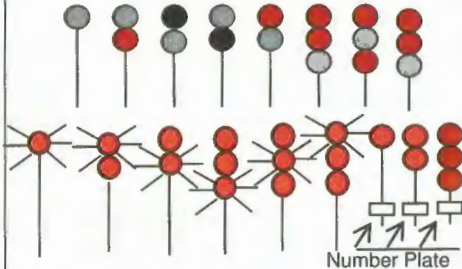
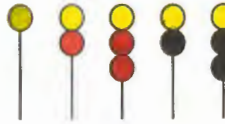
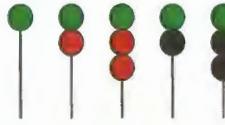
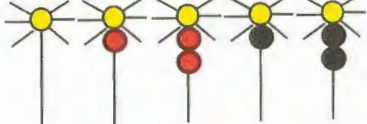
Signal aspects are shown by the color of lights, flashing of lights, position of lights, or any combination thereof. Number plates or letter plate are illustrated in these rules only when they are needed to qualify the signal aspect. The following symbols are used in diagrams of signal aspects.



Aspects shown in Rule 9.1.2 through 9.1.11 may be displayed on signals with or without a number plate on signal mast.

Note ** denotes that speed on the Kansas City, Laredo, Ottumwa, Davenport and Chicago Subs former DME is 35 MPH.

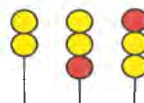
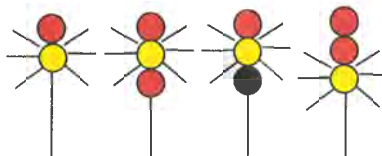
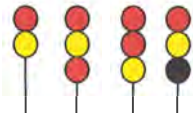
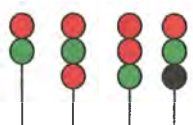
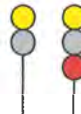
BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECT	NAME	INDICATION
9.1.1		STOP	Stop
9.1.2		RESTRICTING	Proceed at restricted speed. Note: Flashing Red signal aspect on a signal equipped with a number plate needs to be reported to the train dispatcher.
9.1.4		APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed. ** see Note above for former DME Subs 35 MPH
9.1.5		CLEAR	Proceed.
9.1.6		ADVANCE APPROACH	Proceed prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed but must be prepared to pass the next signal not exceeding 40 MPH. ** see Note above for former DME Subs 35 MPH

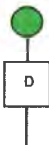
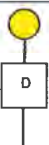
Section 1 – Signals

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

SOO – DME GENERAL DESCRIPTION OF SIGNALS continued

9.1.7		APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
9.1.8		DIVERGING ADVANCE APPROACH	Proceed on diverging route at prescribed speed through turnout, prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed but must be prepared to pass next signal not exceeding 40 MPH. ** see Note above for former DME Subs 35 MPH
9.1.9		DIVERGING APPROACH	Proceed on diverging route at prescribed speed through turnout, prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed. ** see Note above for former DME Subs 35 MPH
9.1.10		DIVERGING CLEAR	Proceed on diverging route at prescribed speed through turnout.
9.1.11		APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.

DISTANT SIGNALS

9.1.12		DISTANT SIGNAL CLEAR	Proceed. If delayed between this signal and next signal Rule 9.9 or Rule 9.9.1 applies.
9.1.13		DISTANT SIGNAL APPROACH	Proceed prepared to stop short of next signal.

Section 1 – Signals

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

NEUS - GENERAL DESCRIPTION OF SIGNALS

Signal aspects are shown by the color of lights, flashing of lights, position of lights, or any combination thereof. Number plates or letter plate are illustrated in these rules only when they are needed to qualify the signal aspect. The following symbols are used in diagrams of signal aspects.

 To indicate number plate

 To indicate color light signal

 To indicate flashing light

 Red



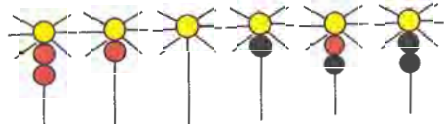


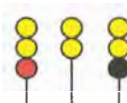
 Yellow

 Green

 Lunar

Aspects shown in Rule 9.1.1 through 9.1.11 may be displayed on signals with or without a number plate on signal mast.

BLOCK AND INTERLOCKING SIGNALS

RULE	ASPECT	NAME	INDICATION
9.1.1		CLEAR	Proceed not exceeding maximum authorized speed.
9.1.2		APPROACH MEDIUM	Proceed approaching the next signal at 30 MPH.
9.1.3		ADVANCE APPROACH	Proceed prepared to stop at the second signal. Passenger trains exceeding 45 MPH and Freight trains exceeding 40 MPH must begin reduction to those speeds as soon as engine passes the Advance Approach signal.
9.1.4		MEDIUM CLEAR	Proceed at 30 MPH until entire train clears all control points, interlockings and spring switches then proceed at maximum authorized speed.
9.1.5		MEDIUM APPROACH MEDIUM	Proceed at 30 MPH until entire train clears all control points, interlockings and spring switches, then approach next signal at 30 MPH. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the Medium Approach Medium signal is clearly visible.
9.1.6		APPROACH SLOW	Proceed approaching next signal Not exceeding 15 MPH. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the engine passes the Approach Slow signal.

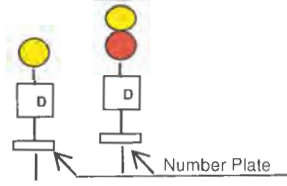
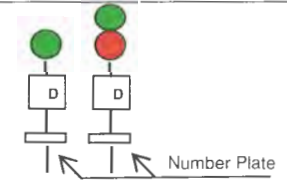
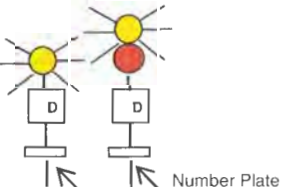
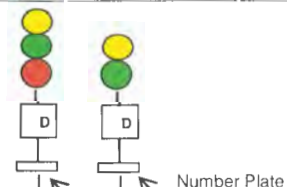
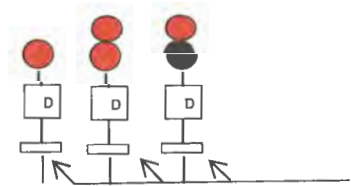
US East and US West Regions System Special Instruction NO 1 – July 9, 2012

9.1.7		APPROACH	Proceed prepared to stop at the next signal. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the engine passes the Approach signal.
9.1.8		MEDIUM APPROACH	Proceed prepared to stop at the next signal. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the Medium Approach signal is clearly visible.
9.1.9		SLOW CLEAR	Proceed at 15 MPH until entire train clears all control points, interlockings or spring switches, then proceed at maximum authorized speed.
9.1.10		SLOW APPROACH	Proceed prepared to stop at next signal. 15 MPH applies until entire train clears all control points, interlockings and spring switches, then 30 MPH applies.
9.1.11		RESTRICTING	Proceed at restricted speed.
9.1.12		STOP	Stop

Section 1 – Signals

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

NEUS - GENERAL DESCRIPTION OF SIGNALS – continued

DISTANT SIGNALS			
9.1.13		DISTANT SIGNAL APPROACH	Proceed prepared to stop at the next signal. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the engine passes the Approach signal.
9.1.14		DISTANT SIGNAL CLEAR	Proceed not exceeding maximum authorized speed.
9.1.15		DISTANT SIGNAL ADVANCE APPROACH	Proceed prepared to stop at the second signal. Passenger trains exceeding 45 MPH and Freight trains exceeding 40 MPH must begin reduction to those speeds as soon as engine passes the Advance Approach signal.
9.1.16		DISTANT SIGNAL APPROACH MEDIUM	Proceed approaching the next signal at 30 MPH.
9.1.17		DISTANT SIGNAL RESTRICTING	Proceed at restricted speed

Section 2 - Speed and Equipment Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

1.0 Speed and Equipment Restrictions

1.1 Speed Restrictions

Equipment Type	MPH
Empty Bulkhead Flats - when identified on train consist or when picked up enroute	45
Loaded Bulkhead Flats with pulpwood or other logs when loaded crossways Exception: Permission to exceed 40 MPH may be secured from the Supt Operations if able to confirm that the crossways loaded logs have been loaded as per AAR Open Top Loading Rules.	40
Empty Skeleton flats with side stakes in series CP 305560 to CP 305609 - when identified on train consist or when picked up enroute	45
Loaded aluminum cars with either marking CP or NOKL in number series 963000 to 964249 as identified on train consist or when picked up enroute	30
Locomotives with friction bearings when handled in train	25
Ore, except silicon ore, loaded in open top equipment other than ore cars	40
Ore cars loaded or empty	30
Empty 48 foot Open Hopper Cars in MSDR series	50
Locomotive servicing and car shop repair track areas	5
Passenger Trains being operated with freight units Except when operated with BNSF units or when maximum posted speed in all units indicate a higher speed than 65 MPH	65 70
Trains handling empty continuous welded equipment.	45
Hot and Cold Weather Restrictions refer to Subdivision footnotes.	

1.2 Short Train Restrictions

	MPH
One unit running light	40
Two units running light	50
One unit coupled to one other piece of equipment	50

The speed restrictions as indicated above apply at the following locations:

- When approaching any public road crossing at grade protected by automatic crossing waning devices
- Between the advance signal and the absolute signal of an automatic interlocking
- Where CTC and ABS systems are in service.

A train or engine consisting of twelve axles or less operating within CTC, ABS or a manual interlocking must notify the Train Dispatcher/Control Operator for absolute block protection.

Absolute block protection is not required when:

- All movements are being made under restricted speed
or
- Movements are between Chicago Union Station and Tower A2/Western Ave.

Section 2 - Speed and Equipment Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

1.3 Work Equipment other than Cranes

	MPH
Snowplows and Spreaders handled in deadhead facing direction of travel with wings trailing	35
Snowplows and Spreaders handled in deadhead not facing direction of travel with wings not trailing	25
Flangers	25

Snowplows and Spreaders handled in deadhead:

- Marshaled at the extreme rear of train, or immediately ahead of operating caboose, where provided.
- Run in the direction of travel
- If not possible to run in direction of travel
 - Wings must remain properly secured.
 - Snow must not pack behind wings during movement.
 - Snowplow or spreader must be turned at first available wye or turntable.
- Do not marshal "nose to nose" account limited clearance on curves.

When handled in work service, employee in charge will determine placement of car in train.

1.4 Cranes, Combination crane-pile drivers and other similar equipment

	MPH
Trains handling pivoting machinery on its own wheels, except wreckers.	25
Speed applies unless train consist specifies a different speed and handling instructions.	

Pivoted, rotating or swinging machinery, derricks, cranes, pile drivers, etc. moving in trains on own wheels will be handled only on instructions issued by the COTD. Machine must be handled in rear of trains not more than five cars from last car in train, when practicable. The boom end of the machine must be trailing whether boom is attached or not.

2.0 Scale Test Cars

2.1 Scale Test Cars Speed Restrictions

Scale Test Car Speed Restrictions			
Car Type	Car Numbers	When authorized freight train speed is:	Maximum speed with scale test cars is:
Two-axle	420926, 420928, 420932, 420939, 420941 CANX 52104, CANX 52108, CANX 52109 CANX 52257, CANX 52264, CANX 52265, CANX 52258, CANX 52274, CANX 52277	30 MPH or over	30 MPH
		25 MPH or less	Authorized freight train speed
Short, four-axle	420927, 420930, 420934, 420935, 420936, 420938, 420944 CN 52283	50 MPH or over	50 MPH
		45 MPH or less	Authorized freight train speed
Unrestricted	420942, 420940, 420943 CANX 61300, CANX 61301, MNWX 333	Any speed	Authorized freight train speed

Section 2 - Speed and Equipment Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

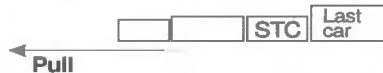
2.2 Permission for Movement

Before placing a scale test car in a train, the responsible COTD must give permission.

2.3 Switching Two-axle Scale Test Cars (STC)

- Do not hump.
- Adjacent car(s) must **not** be longer than 55 feet outside length.
- When pulling, marshal two-axle scale test car immediately in front of the last car in the direction of

travel, unless handling only scale test car(s). Last car must not exceed 40 tons gross weight.



- When pushing, marshal two-axle scale test car immediately behind the leading car in the direction of travel, unless handling only scale test car(s). Leading car must not exceed 40 tons gross weight.



2.4 Marshaling Two-axle Scale Test Cars

- Marshall immediately ahead of:
 - the operating caboose (where provided), or
 - the rear car. (Maximum rear car weight is 40 gross tons.)
- Adjacent car(s) must have:
 - an outside length of 55 feet or less, and
 - operative brakes.
- Only one two-axle test car may be handled per train.

Note: When a two-axle scale test car is marshaled incorrectly, Part 3 of the Train Area Marshaling Messages on the train consist displays:

"XX nnnnnn SCALE TEST CAR MARSHALLED INCORRECTLY."

2.5 Marshaling Short Four-axle Scale Test Cars

Maximum length of adjacent car(s) is 80 feet (outside length).

Note: When a short four-axle scale test car is marshaled incorrectly, Part 3 of the Train Area Marshaling Messages on the train consist displays:

"XX nnnnnn SCALE TEST CAR MARSHALLED INCORRECTLY."

3.0 Track Evaluation Cars (TEC)

3.1 TEC Train Sets

The TECs operate with locomotives 8217 and 8218 in two dedicated train sets. The train sets can be marshaled into any combination, but usually as follows:

Train Set 1	
8217	Dedicated locomotive GP-9 DRS-17 type;
68	Accommodation Car;
424993	Generator/Gauge Restraint Measurement System (GRMS) car;
63	Track Evaluation Car (TEC).
Train Set 2	
8218	Dedicated locomotive GP-9 DRS-17 type;
424994	Generator car;
65	Accommodation car;
64	Track Evaluation Car (TEC).

3.2 Equipment Description

Air Brakes and Hand Brakes

- Hand brakes are located on the vestibule ends of cars 63, 64, and 65.
- Hand brakes on cars 68, 424993 and 424994 are located on the "B" end of the cars.
 - Car 68 does **not** have a vestibule.
- The instrumented truck of car 64 has a valve that applies brakes during an emergency application, but not during a service application. This is considered operative brakes in the application of air brake rules.
 - Car 64 can be marshaled at rear of train.

Additional Information

- TV/Video cameras are mounted on the forward end of the dedicated locomotive to allow the TEC operators to see up-coming track appliances.
- An intercom system located in the cab of the dedicated locomotive connects the Locomotive Engineer with the TEC staff when testing.
- Cars 63 and 64 have a protective skirt installed over the gauge measuring beam, which extends to the top of the rail. This approved installation creates no risk to the movement of these cars, or to the public.
- 424993 is equipped with a Gauge Restraint Measurement System (GRMS). This assembly applies the test loads of the measurement system to the track during a "gauge stress measurement test." TEC staff retract the assembly when not required.

Section 2 - Speed and Equipment Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

3.3 Speed Restrictions

- a) When used as the lead locomotive, the ditch lights and pilots at the rear end of locomotives 8217 and 8218 allow for reverse operation at track speed.
- b) Unless otherwise restricted by TEC staff, when testing or deadheading, it is permissible to operate at time table speed for the fastest freight train, but not exceeding **60 MPH**.
- c) Fuel conservation speed restrictions do not apply to the TEC train when TESTING or when RUNNING LIGHT. The restrictions do apply when the TEC train is DEADHEADING.

TEC staff will advise train crew when the following restrictions apply:

- a) When car 63 or 64 is testing in reverse direction with locomotive pushing, speed must not exceed **25 MPH**. With locomotive leading, test speed will be track speed.
- b) During a "gauge stress measurement test" (GRMS), speed must not exceed **35 MPH**.

3.4 Switching TEC Cars

- a) Handle with extreme care to avoid damage.
- b) Do not pass over tracks with a hump or inert retarders.
- c) Do not uncouple TEC cars and TEC locomotives without permission from TEC staff.

3.5 Handling TECs

- a) Handle with extreme care to avoid damage. (Cars 63 and 64 are equipped with shock sensors.)
- b) Do not uncouple TEC cars and TEC locomotives without permission from TEC staff.
- c) Handle as "occupied passenger equipment" (Section 9, item 7.0), unless otherwise indicated. (This includes switching and train handling, when running light or deadheading, with or without the TEC staff aboard).
- d) When testing, cars 63 and 64 should have the "A" end (with viewing window) trailing, unless authorized by the TEC staff to facilitate handling.

3.6 Train Dispatcher/Operation Supervisor Responsibility During Testing

- a) Ensure the TEC train holds the main track during meets with other trains, unless the siding involved has been designated for testing.
- b) When not practicable to hold the main track, contact staff on the TEC **before** the TEC train enters the siding, to prevent loss of data.

3.7 Marshaling TEC Equipment on Freight Trains

Do **not** handle on freight trains, except under special circumstances when authorized by the TEC staff.

- a) When deadheading, marshal directly behind the trailing locomotive.
- b) When testing, marshal all cars in the set at the rear of the train.
 - If the dedicated locomotive accompanies the TEC cars, marshal the locomotive at head end of the train.

Section 2 - Speed and Equipment Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

4.0 Handling Continuous Welded Rail (CWR) or Strings of Bolted Rail

- a) Cars containing 15 strings or less of CWR or bolted rail may be moved in regular trains, or special trains, without speed restrictions providing:
- CWR equipment is used;
 - the train consist includes a buffer car at each end of the rail; and
 - each string is secured.
- b) **16 Strings or more** -The following speed restrictions apply:

	16 – 25 Strings	More than 25 Strings
Maximum authorized speed	45 MPH	30 MPH
Through turnouts	15 MPH	10 MPH
Through curves 8 degrees or over	20 MPH	15 MPH

Location of curves 8 degrees or more located between the following locations:

US EAST	US WEST
C&M Sub	PRC Sub
MP 84.6 to MP 84.8 NO 1 MT	MP 601.9 to MP 602.3
MP 85.1 to MP 85.3 NO 1 MT	Paynesville Sub
MP 84.2 to MP 84.4 NO 2 MT	MP 2.0 to MP 2.2
MP 84.6 to MP 84.9 NO 2 MT	MP 2.9 to MP 3.1
Ottumwa Sub	
MP 301.6 to MP 301.8	
Davenport Sub	
MP 156.9 to MP 157.0	
MP 192.1 to MP 192.2	
MP 193.8 to MP 194.0	
Rockford Sub	
MP 13.2 to MP 13.3	
MP 23.6 to MP 23.8	
MP 39.9 to MP 41.1	
Marquette Sub	
MP 34.5 to MP 34.7	
MP 43.2 to MP 43.3	
MP 98.0 to MP 98.1	
Mason City Sub	
MP 1.4 to MP 1.9	
MP 2.2 to MP 2.3	
MP 2.7 to MP 2.8	
MP 4.2	
MP 7.7 to MP 7.9	
MP 8.0 to MP 8.4	
MP 9.2	
MP 9.4 to MP 9.8	
MP 10.3 to MP 10.5	
Canadian Sub	
MP 110.9 to MP 111.2	
MP 117.9 to MP 118.1	
MP 144.3 to MP 144.6	
MP 145.0 to MP 145.1	
MP 147.0 to MP 147.1	
MP 167.1 to MP 167.5	
Freight Sub	
MP 613.6 to MP 614.0	
Sunbury Sub	
MP 671.1 to MP 671.4	
MP 674.4 to MP 674.9	
MP 677.4 to MP 677.7	
MP 680.9 to MP 681.8	
MP 684.4 to MP 684.7	
MP 687.9 to MP 688.0	

Section 2 - Speed and Equipment Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

4.1 Switching Restrictions

- a) Avoid sudden stops and rough coupling.
- b) Do not cut off in motion.
- c) Do not allow to be struck by a car moving under its own momentum.

4.2 Marshaling Restrictions

- a) When cars loaded with CWR or bolted rail:
 - have more than 15 strings, and
 - the strings are longer than 150 feet;

then MOVE THESE CARS IN SPECIAL TRAIN, and include a buffer car at each end of the rail.

- b) Two loaded rail trains (one of which has 15 strings or more of CWR or bolted rail) must not be coupled together.

4.3 Train Dispatcher Instructions

When practicable, ensure the rail train holds the main track during meets with other trains.

4.4 Break-in-two - Cars Carrying Long Strings of Rail

- a) Notify Train Dispatcher immediately. Give location and all pertinent information regarding break-in-two.
- b) If possible, clear the main track before attempting to re-couple. When attempting to re-couple, ensure all rails enter the proper compartment on the roller racks.
- c) If the train is on a grade, apply sufficient hand brakes to secure cars, until air pressure behind the break-in-two is restored. (This prevents movement if the air brakes leak off.) Where grades are involved, it is preferable to handle on descending grades to set off point.
- d) If the train is on level or nearly level grade, cars of rail may be safely pulled to the nearest set-off point providing:
 - The movement is made using extreme caution, and
 - Abrupt starts and stops are avoided.
- e) To restore air throughout the entire train and to tie cars together at the point of break-in-two, the following equipment is located in brackets on the side of the anchor car near the centre of the rail train.
 - Two 25-ft. and one 15-ft. air hoses with connections,
 - Two 25-ft. and one 15-ft. length of 1" cable with hooks.

4.5 Rail Shifting

If one or more strings of welded rail shifts:

- a) Notify the Train Dispatcher immediately. Give location and all pertinent information.
- b) If possible, remove anchors and loosen tie-down bolts on displaced strings.
- c) To pull strings into place, use:
 - safety pull hoists (located in the side of the roller rack on the first car behind the tie-down car), or
 - winch on "threader car" (if available).
- d) After readjusting strings and recoupling cars, re-tighten all hold-down bolts and reapply anchors.

Section 2 - Speed and Equipment Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

5.0 Business Cars

5.1 Listed below is list of CP Business cars and car numbers.

Name	Car NO	Car Type	Air Brake	Max MPH
Banffshire	85	Business	2 pipe	50
Craigellachie	84	Business	2 pipe	50
Killarney	71	Business	2 pipe	50
Mount Stephen	74	Business	2 pipe	50
NR Crump	79	Business	2 pipe	50
Royal Wentworth	78	Business	2 pipe	50
Strathcona	82	Business	2 pipe	50
Van Horne	77	Business	2 pipe	50
Assiniboine	70	Business	1 pipe	50
Lacombe	83	Business	1 pipe	50
Mount Royal	73	Business	1 pipe	50
Dominion	101	Coach	1 pipe	60*
HD Bowen	110	Sleeper	1 pipe	60*
Smokey Smith	102	Coach	1 pipe	60*
CP	105	Coach	1 pipe	60*
CP	106	Coach	1 pipe	60*
APU	95	Power	1 pipe	50
APU	96	Power	1 pipe	60*
CP	291 14	Tool Car	1 pipe	60*
CP	99	Display	1 pipe	60*
CP	401 750	Stage Car	1 pipe	60*
CP	401 753	Stage Car	1 pipe	60*
CP	100	Baggage	1 pipe	60*

***Note:** If the cars indicated are operated in passenger or excursion train service, then passenger speed is permitted on CP track only, not exceeding maximum authorized speed as indicated.

5.2 Marshalling Business Cars in Freight Trains (Occupied or Unoccupied)

Business Cars handled on Freight Trains Freight may be handled exceeding 50 MPH and must be marshaled as follows:

- On trains equipped with a Tail End Remote (TER), Business cars are to be marshalled immediately behind the TER. **Note:** cars equipped with a 2 pipe air brake system must have the brake pipe and main reservoir pipes properly coupled.
- On Conventional trains, Business cars may be handled on the head end provided the total weight of the train, including the business cars, does not exceed 3500 tons.
- On Conventional trains where the train weight will exceed 3500 tons, business cars that:
 - ❖ do **not** have a 2 pipe air brake system must be marshalled at the extreme rear of a freight train, or immediately ahead of operating caboose(s) (where provided).
 - ❖ have a 2 pipe air brake system must be marshalled at the rear of the train to comply with movement of cars with inoperative brakes. That is, there must be at least 3 cars with operative brakes at the rear, and no more than 2 cars with inoperative brakes can be coupled together). The brakes on these cars are considered inoperative when handled on a freight train with only the brake pipe coupled.

APU cars 95 & 96 may be marshaled within a train provided trailing tonnage does not exceed 3500 tons

Business cars must not be coupled to cars equipped with shelf couplers

Note: Single pipe brake system Business cars as indicated, may be equipped with a secondary bypass line to allow for use with a 2 pipe air brake system if necessary

Section 2 - Speed and Equipment Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

6.0 Speed Indicators and Speed Table

6.1 Speed Indicators

Engineers in road service are required by federal regulations to check the accuracy of the speed indicator on the leading engine by use of mileposts, watch, and the timetable speed table. The check must be made as soon as possible after departure from the Initial Terminal. In accordance with this requirement, Speed test sections are shown under each subdivision and signs displayed in the field to indicate Begin and End test sections.

6.2 Speed Table

MPH	Time Per Mile		MPH	Time Per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	45	1	20
8	7	30	48	1	15
10	6	0	50	1	12
12	5	0	52	1	09
15	4	0	55	1	06
18	3	20	58	1	02
20	3	0	60	1	0
23	2	36	62	0	58
25	2	24	65	0	55
27	2	12	68	0	53
30	2	0	70	0	51
32	1	52	72	0	50
35	1	43	75	0	48
38	1	35	78	0	46
40	1	30	80	0	45

6.3 Coupling speeds

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 times as great. Damage to freight or car can be avoided by always keeping coupling speed within the safe range – NOT OVER 4 MILES PER HOUR – A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS		
Cars coupled at		Units of Destructive Force
1 MPH	SAFE COUPLING SPEEDS	1
2 MPH		4
3 MPH		9
4 MPH		16
5 MPH	DAMAGING COUPLING SPEEDS	25
6 MPH		36
7 MPH		49
8 MPH		64
9 MPH		81
10 MPH		100

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown below:

TO FIND COUPLING SPEED AT 40 FOOT AND 50 FOOT CAR		
Seconds	40 foot car MPH	50 foot car MPH
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. We also lose customers due to this. We all know Rough Handling can be reduced, often eliminated. It is hoped that this information will be helpful in your efforts to prevent Rough Handling.

Switch crews must function as a team. Clear signals properly given are mighty important; talk it over – prevent Rough Handling – it can be done

Section 2 - Speed and Equipment Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

7.0 Weather Warnings

7.1 Severe Weather Warnings (except Chicago)

The following procedure will be followed in the notification of Severe Weather Warnings which includes but not limited to Flash Flood, Tornado, and Thunderstorms.

When a SEVERE WEATHER WARNING, is received, the Train Dispatcher will:

- Identify specific location of warning on an affected subdivision between MPs or stations
- Contact all trains in affected area and Job brief with the train crews on the adverse weather conditions.
- Determine from crew in field the local conditions they are observing.
- Develop a plan with the MOC Supervisors to:
 - Allow train to proceed prepared to stop not exceeding 25 MPH.
 - or
 - Stop movement(s) in affected area.
- Contact Communication Center to call out appropriate personnel for track inspection.
- Give priority to track inspection personnel to inspect track ahead of movements.

Temporary speed restriction or stopped train movement will remain in effect until track has been inspected, and local engineering personnel assess the need for modification to the restriction based conditions, time of warning expiration or cancellation of the warning in the area.

In addition to Severe Weather Warning involving a FLASH FLOOD WARNING the Minneapolis Operations Control Center will notify the appropriate engineering service personnel for additional inspection procedures within critical areas as defined in following chart:

Critical Areas

US EAST		US WEST	
C&M Sub		River Sub	
MP 40.11	MP 64.43	MP 301.10	MP349.41
MP 47.27	MP 46.78	MP 325.33	MP 349.62
MP 40.37	MP 71.43	MP 344.11	MP 349.70
		MP 345.09	MP 351.40
		MP 345.70	MP 362.86
		MP 347.98	MP 364.98
		MP 348.99	
Watertown Sub		Portal Sub	
MP 87.81	MP 106.67	MP 520 to MP 525	
MP 89.56	MP 128.34		
MP 90.56	MP 149.09		
MP 95.20	MP 149.70		
MP 96.34	MP 151.10		
MP 97.11	MP 152.39		
MP 100.30	MP 152.66		
MP 105.43	MP 152.95		
Tomah Sub		Carrington Sub	
MP 182.15	MP 213.12	MP 276 to MP 300	
MP 253.91	MP 265.42	MP 334 to MP 345	
MP 187.83	MP 234.09		
MP 256.48	MP 266.40		
MP 204.45	MP 239.72		
MP 262.20	MP 266.91		
MP 212.92	MP 240.57		
MP 265.31			
Freight Sub		Elbow Lake Sub	
MP 507.59 to MP 507.77		MP 150 to MP 151	
		MP 164 to MP 169	
Colonie Sub		Newtown Sub	
MP 9.28 to MP 10.62		MP 441 to MP 443	
Canadian Sub			
MP 27.16	MP 116.44		
MP 30.50	MP 117.46		
MP 31.99	MP 120.47		
MP 36.12	MP 121.04		
MP 40.12	MP 127.68		
MP 50.10	MP 130.48		
MP 52.17	MP 134.04		
MP 54.85	MP 140.83		
MP 55.07	MP 142.07		
MP 63.0	MP 144.10		
MP 67.13	MP 145.91		
MP 67.68	MP 146.82		
MP 80.43	MP 157.21		
MP 81.81	MP 157.35		
MP 85.26	MP 158.93		
MP 92.80	MP 162.99		
MP 94.15	MP 167.80		
MP 97.76	MP 170.25		
MP 100.78	MP 171.74		
MP 104.84	MP 176.95		
MP 109.67	MP 186.72		
MP 114.82	MP 191.53		
MP 116.22			

Section 2 - Speed and Equipment Handling Instructions

US East and US West Regions System *Special Instruction* NO 1 – July 9, 2012

7.2 Weather Warnings for Chicago (Metra) Area

The following procedure will be in effect in the Metra territory defined as C&M Sub (Rondout to Chicago) Fox Lake Sub and Elgin Sub (Tower A5 to Randall road) when a notification of weather alerts or warnings are received.

When a SEVERE WEATHER WARNING, is received, the Train Dispatcher will:

1. Notify all trains within the approximate weather warning area(s) of weather alert information.
2. Discuss with each affected train field weather conditions.
3. Based on ascertained weather conditions determine operating plan:
 - Proceed at authorized track speed
 - Proceed prepared to stop not exceeding 25 MPH,
or
 - Stop train movement(s)

Train(s) once stopped may proceed through the affected area prepared to stop not exceeding 25 MPH when the train dispatcher determines one of the following:

- Weather warning alert is cancelled.
- Weather within the area is clearing as determined by crew(s) on stopped train(s),
or
- COTD allows movement to continue.

Train(s) may resume maximum speed after track is inspected, reported safe and notified by:

- Track Inspector,
- Track Maintenance Supervisor,
or
- COTD, which may be relayed through the train dispatcher.

When a FLASH FLOOD WARNING is received, the train dispatcher will be immediately advised train crews and other employees of the specific conditions. Trains will reduce to the following speeds:

Train dispatcher will also inform crews of these trains to proceed as follows::

- Passenger trains maximum of 50 MPH;
- Freight trains maximum of 40 MPH.

These temporary speed restrictions are to remain in effect until a track inspection has been done. Once the warning has expired or is cancelled, or the track has been inspected, local personnel will assess the need for modification to the speed restrictions as conditions warrant.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

Special Instructions – All Subdivisions

Unless otherwise specified, the following special instructions apply on the Canadian Pacific US East and West Regions.

Unless otherwise specified, special instructions apply to the corresponding rule number in the General Code of Operating Rules.

GLOSSARY

Abbreviations - added to as follows:

FIT - Field Information Terminal

TB - Track Bulletin

TGBO - Tabular General Bulletin Order

Conn - Connection

Fmr - Former

XT - Expedited Train

Y - Yes

N - No

OS - Operations Supervisor

RAS - Radio Activated Switch

Authorized Subdivision/Spur Abbreviations

PORT Portal	STPASt Paul
CARR Carrington	MEPAMerriam Park
PAYN Paynesville	RIVERiver
ELLA Elbow Lake	TOMATomah
WITH..... Withrow	WANT.....Watertown
NOYE Noyes	FOLA.....Fox Lake
DELA Detroit Lakes	ELGIElgin
NEWT Newtown	BEMIBemidji
VEBL Veblen	BLHIBlack Hills
PIER Pierre	ONIDOnida
MANS Mansfield	HUROHuron
TRAC Tracy	WASEWaseca
OWAT Owatonna	JACKJackson
MACI Mason City	SHELSheldon
MARQ Marquette	CHICChicago
ROCK Rockford	DaveDavenport
ELDR Eldridge	NITRNitritin
OTTU Ottumwa	LARELaredo
KACI Kansas City	CANACanadian
COLO Colonie	FREIFreight
SUNB..... Sunbury	
CANC..... Canadian Connector	

Block Register Territory (BRT) - changed to read:

A method of operation in non-signaled territory where trains, men and equipment are authorized to occupy a main track or other than main track in limits designated by the timetable.

Expedited Train (XT) - A train which is authorized to operate at passenger train speed, but not exceeding 60 MPH. Unless otherwise specified, expedited trains will be 100 series trains handling only intermodal and auto racks or a combination of such equipment. This will also include trains 281 and 282. Train crew will notify train dispatcher when train is an Expedited Train.

Tabular General Bulletin Order (TGBO) – a document providing, in a tabular format, the information or instructions contained in each track bulletin, which affect a train or engine within specified limits.

Job Briefing - A communication tool used to ensure that everyone involved in a task knows what is to be done, how the task is to be accomplished, and how to mentally prepare to accomplish it. If an employee is to perform a task alone, a mental assessment of the task must be conducted.

Job briefings are conducted; at the beginning of the job; during the job as conditions change or new tasks are started; and at the completion of the job to ascertain all requirements of the task have been completed.

At a minimum a Job Briefing must: define the work to be done; how the work will be done; identify the potential hazards; name the employees responsible for each task; and include a follow-up job briefing to ascertain all required tasks of the job are complete.

Running Track – A track, other than main track, designated in the timetable on which movement may be made with permission of employee responsible for movement on that track. When the dispatcher is the employee responsible, a control point signal is permission for a train to occupy the track. Only applies to the US East Region on the former NEUS.

1.3.1 Rules, Regulations and Instructions

Item Timetable and Special Instructions changed to read:

Employees whose duties are affected by the timetable and special instructions must be in possession of the current timetable modules for each subdivision they operate on and have a copy of the system special instructions.

1.3.1 Rule of the Week for Field Operations

added to as follows:

Employees will be responsible to have a copy of the current Rule of the Week in their possession while on duty with answers filled out by the employee and will be produced when requested by a Supervisor.

1.3.2 General Orders - is added to as follows:

General Orders will be issued over the signature of the appropriate General Manager and will be identified for the subdivisions as follows:

"A" General orders - For all Subdivisions in the US East and West Regions.

"B" General orders -

Bemidji	Elbow Lake	Portal
Newtown	Detroit Lakes	Noyes
Carrington	Veblen	

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

1.3.2 General Orders – continued

“C” General orders

Merriam Park	River	Tomah
Paynesville	St Paul	Withrow

“D” General orders –

Watertown	Elgin	C&M
Fox Lake	M&P	

“E” General orders –

Waseca	Huron	Black Hills
Onida	Pierre	Tracy
PRC	Mansfield	

“F” General orders –

Kansas City	Marquette	Owatonna
Mason City	Rockford	Bay
Laredo	Chicago	Jackson
Ottumwa	Nitritin	Sheldon
Davenport		

“N” General orders –

Canadian	Colonie	Freight
Sunbury	Canadian Connector	

“CT” General orders - For changes to sections of the Chicago Operating Rules Guide (CORA)

General orders containing instructions that modify or make reference to a physical plant change may be removed after having been in effect for a period of 60 days. Such instructions or modifications will remain in effect.

General orders shall be posted not to exceed a 8 1/2 by 11 size of paper. General orders shall be maintained as assigned by the supervisor. Train Dispatchers and crew members will be held responsible to know what general orders are in effect which pertain to the territory they are to dispatch or operate on.

Spur tracks and Terminals that have changes will be listed on the subdivision they are connected to as identified in Timetable subdivision footnotes.

1.3.4 Facsimile Machines

Crew member, upon reporting for work at locations equipped without a Field Information Terminal (FIT) and only equipped with FAX machines will request the documents needed and after receiving same, crew must ascertain that the documents are legible and complete.

TGBO's will have lines in ascending order. Lines must be checked for ascending sequence, if they are not, then that TGBO is not complete.

In the event the FAX machine fails to function as intended or documents are not complete, crew member must communicate with the train dispatcher and be governed by instructions received.

1.10 Games, Reading or Electronic Devices – entire rule changed to read:

Employees on duty must not:

- Play games
- Use personal electronic devices other than provided for as outlined in current operating rules, instructions or policies.
or
- Read magazines, newspapers, or other literature not related to their duties when:
 - On a train or engine,
 - Performing safety related activities,
or
 - It would delay or interfere with required duties.

This does not prohibit employees from having such material enclosed in their personal luggage.

1.11.1 Napping - Bullet point under Restrictions are revised as follows:

Second bullet changed to read:

- One crew member must remain awake at all times. The awake crew member must NOT be limited to a student.

New last bullet added as follows:

- Upon waking up, a job briefing must be conducted.

1.17 (B) Hours of Service Law – is added as last sentence as follows:

In the event service is rendered in excess of the Hours of Service law for any reason, conductor, foreman or other employees must submit a complete report, providing all details, to the appropriate supervisor's office within 24 hours.

1.33 Inspection of Freight Cars - following paragraph added as the last paragraph as follows:

When safety appliances on a car are found defective or a bad order car is to be handled with special handling conditions, these cars may be identified by a yellow CAUTION tape applied directly to the safety appliances or in an area that is near to the vicinity of the defect. The tape is being used to warn against the use of the safety appliance or that special handling instruction may apply to the movement of the car. This does not modify any other provisions for handling these cars.

1.34 Flat Spots – is added to as follows:

When equipment is set out due to flat spots, train dispatcher must be notified and equipment must also be shown on train delay report. Locomotives must not be set out without authority from the train dispatcher.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

1.36 Excessive Dimension Loads - Overload Policy:

The following outlines the acceptance and furtherance of shipments loaded in four axle freight cars equipped with roller bearings which have been identified as overloads.

- Cars are permitted for movement on CP only.
- Cars must not be offered in interchange without agreement or prior approval of the receiving carrier and other roads who are involved in the routing. This may be arranged through the Clearance Bureau.
- If overload exceeds the tolerances permitted as shown below, such car must be referred to the
- System Clearance Bureau for authorization of movement.
- No tolerance is acceptable for overloaded cars identified as hazardous material.
- Overloads are prohibited on cars not equipped with roller bearings.

Tolerances for cars with a capacity of: 220,000 pounds must not exceed 230,000 pounds (115 tons)

- 263,000 pounds or 268,000 pounds must not exceed 274,000 pounds (137.0 tons)
- or
- 286,000 pounds must not exceed 290,000 pounds (145 tons)

1.38 Shipments Susceptible to Damage – is added to as follows:

Cabooses must be placed on the rear of a train, unless otherwise authorized by the train dispatcher or if they are trailed by less than 20 cars which do not exceed 2500 gross tons.

1.39 Accuracy of Speed Indicator - is added to as follows:

All road locomotives used as controlling units must be equipped with a speed indicator.

1.44 Duties of Train Dispatchers – Amendment

Where the term Train Dispatcher is used within the rules it will also apply to Operation Supervisors.

1.47 Duties of Crew Members - Item A Conductor Responsibilities Item 3 modified as follows:

The conductor and engineer must communicate, in a clear and audible manner, the next restriction and location as specified by the limits of authority, track warrant or track bulletin. In addition, the conductor must make a transmission of the requirements over the radio. The engineer shall be responsible for such radio transmission when they are solely occupying the control compartment of an engine and employee within the train must confirm such radio broadcast, when radio is available.

1. Before departure from their initial station where a TGBO is received and when a train is delayed enroute stating:
 - train or engine identification
 - name of station leaving
 - first restriction and location
 - first restricted location of operating authority in Track Warrant Control territory.
2. Before passing station one mile signs while enroute stating:
 - train or engine identification
 - name of station approaching
 - next restriction and location (if no restrictions are in effect it shall be stated "NO RESTRICTIONS")
3. Within 3 miles of each restriction in sufficient time for compliance with restriction stating:
 - train or engine identification
 - location of movement
 - restriction and location

If the engineer fails to comply with the restriction, the conductor must stop the train.

1.47 Duties of Crew Members - Item B Engineer Responsibilities new Item 3 is added as follows:

3. If an engineer is solely occupying the control Compartment, they shall verbally communicate to a crew member on the train, a block signal displaying an approach or less favorable aspect, specifying track, where applicable. Crew member receiving, will acknowledge transmission to the engineer. If crew member fails to acknowledge, engineer must ascertain at next scheduled stop why transmission was not confirmed.

The above communication will not apply to train movements between Tower A-4 and Tower A-2 Western Ave on the C&M Subdivision.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

Rule 1.47 Duties of Crew Members – Item C All Crew Members' Responsibilities – New items 4 and 5 added as follows:

4. CTC Signal Record form will be completed by CP employees. CP Crews operating on a foreign railroad are required to complete a CTC Signal Record form or a foreign railroad form as required by that railroad. Foreign railroad crews operating on CP trackage are governed by that railroad's rule concerning signal forms.

In CTC territory, Absolute signals and Intermediate signals in advance to an Absolute signal will be recorded. The Conductor must complete the applicable portions of the CTC Signal Record form immediately after the leading end of the movement has passed each signal. Instructions on the form will be adhered to for proper filling out and retaining of forms.

Exceptions:

The CTC Signal Record form does NOT apply to:

- Movements on the Sunbury Sub between Binghamton and Kase
- Movements on the C&M Sub between Rondout and Chicago.
- Movements on the Elgin Sub between Tower A5 and Randall Road.
- Movements on the Bay, Davenport and Ottumwa Subdivisions.
- Movements on foreign railroads within the Chicago Terminal operating under CORA that do not require a Signal Record.
- Passenger trains.
- Switch engines or other movements making head room moves or industry switching moves.
- Switching moves under signal indication or over dual control switches that are in hand operation.
- Shoving movements protected by employee in lead of movement.
- ABS territory.
- Signals in non-signaled territory, such as, manual interlocking or automatic interlocking.
- Detroit - between the east end of Oakwood and Dougal Avenue on CP (Canada), includes crossing Conrail

5. On Board Job Briefing (OBJB) form is required to be filled out by CP employees taking control of an over the road movement. Switch engines are exempt from using the form.

Forms are available through the FIT machine.

1.48 Time – added to as follows:

The following numbers may be used to verify time comparison:

1-303-499-7111
1-403-203-8051 (Calgary)
1-202-762-1401 Washington DC
1-202-762-1069 Washington DC

Time comparison will be registered as follows:

Conductors on the train delay report;
Train Dispatchers on the train sheet;

Continental time will be used.(0100, 0200 hours, etc.)

Time Change

The "Energy Policy Act of 2005" provides in part that the standard time of each time zone shall be advanced one hour or back one hour as follows:

- At 0200 on the second Sunday in March, each year,
Standard Time is advanced one hour to 0300.

or

- At 0200 on the first Sunday in November, each year,
Standard Time is set back one hour to 0100.

2.3 Repetition - second bullet point changed to read as follows:

Trains receiving a transmission from a trackside warning detector must acknowledge such transmission over the radio, by stating train identification, detector location and track when identified by detector and message received.

2.10 Emergency Calls – first paragraph added as follows:

An emergency call shall be repeated at intervals until an answer is received. The intervals between repetitions of an emergency call shall be sufficiently long to allow time for employees who have received the message to reply.

2.14.1 Mandatory Directives – additional bullet item is added as follow:

- State station name and then pronounce the first three letters of station name.

Note: Spelling of the first three letters of a station name will only apply in non-signaled territory and for reporting switch positions to the train dispatcher.

The following paragraphs are added to end of rule:

The bullet points of Rule 2.14.1 will not apply in transmitting or repeating of the line Total Lines checked in track warrants.

If necessary for clarity, a phonetic alphabet will be used to pronounce any letter used as an initial, except initials of railroads. A word which needs to be spelled for precision or clarity shall be first be pronounced and then spelled. If necessary, the word shall be spelled again, using a phonetic alphabet.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

2.21 Electronic Devices

This rule outlines the requirements for use of electronic devices. As used in this rule, the following definitions apply:

Electronic Device means an electronic or electrical device used to conduct oral, written, or visual communication; place or receive a telephone call; send or read an electronic mail message or text message; look at pictures; read a book or other written material; play a game; navigate the Internet; navigate the physical world; play, view, or listen to a video; play, view or listen to a television broadcast; play or listen to music; execute a computational function; or, perform any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee or another employee from a safety related task.

Railroad operating employee means an individual who is:

- engaged in or connected with the movement of a train including a hostler,
- a train employee providing commuter or intercity rail passenger transportation, or
- subject to hours of service governing train service employees.

The use of any electronic device is prohibited if that use would interfere with an employee's performance of safety-related duties.

A. Personal or Railroad Supplied Electronic Devices

Personal or railroad supplied electronic devices may be used as necessary:

- To respond to an emergency situation involving the operation of the railroad,
- To respond to an emergency encountered while on-duty,
- As a communication device in the event of radio malfunction.

B. Personal Electronic Devices

Except when deadheading in other than a controlling locomotive, railroad operating employees on duty (includes supervisors) must have each electronic device turned off and stowed (not on person) out of sight with any earpiece removed from the ear when:

- On moving rolling equipment or on track equipment.
- Any member of the crew is on the ground performing safety related duties. or
- Any employee is assisting in preparation of the train, engine(s) or on-track equipment.

B. Personal Electronic Devices - continued

A railroad operating employee may use a personal cell phone only for voice communication when:

- Rolling and on track equipment is stopped,
- A safety briefing is conducted with all crew members to confirm that it will not interfere with any safety related or required duty,
- No member of crew will foul any track.

Cell phone must be turned off and stowed (not on person) when call has been completed.

CP employees are prohibited from using a digital storage and display function of an electronic device to refer to a railroad rule, special instruction, timetable, or other directive. Foreign line railroads operating over CP trackage will be governed by their railroads rules in the use of these devices with the following guidelines:

- Railroad operating employees may use a digital storage and display function of an electronic device to refer to a railroad rule, special instruction, timetable, or other directive provided train is stopped and use does not interfere with any employee's performance of safety related duties and all other crew members have been briefed on its limited use. When not in use it must be turned off and stowed.

CP employees are prohibited from using a personal stand alone camera to take a photograph. Foreign line railroads operating over CP trackage will be governed by their railroads rules in the use of these devices with the following guidelines:

- A personal stand-alone camera may be used to take a photograph of a safety hazard or a violation of a rail safety law, regulation, order, or standard, provided that:
 - A job briefing is conducted among all crewmembers and any other individuals in the controlling cab of moving equipment,
 - It is turned off immediately after the photograph has been made;
 - It is not used by an employee at the controls of moving equipment.

A personal stand-alone calculator, digital watch whose only purpose is as a timepiece and medical devices that are consistent with the railroad's standards may be used as necessary in the performance of duties.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

2.21 Electronic Devices - continued

C. Railroad Supplied Electronic Devices

Railroad operating employees may use railroad supplied electronic devices to send or receive work related information with:

- Railroad supervisors.
 - Railroad customers.
 - Railroad dispatchers.
 - Railroad customer service employees.
- or
- Other railroad employees as necessary in the performance of their duties.

Railroad operating employees must not use a railroad supplied electronic device for purposes other than which it was intended or while:

- Operating the controls of a moving locomotive.
- On the ground within 4 feet of any track.
- On the ground and engaged in an active switching operation.
- Riding rolling equipment during a switching operation.
- At the controls of the locomotive and any other employee is assisting in the preparation of the train, engine(s), or on-track equipment, including testing of railroad equipment or brakes.
- Inside the controlling cab of a locomotive, train or on-track equipment, unless there has been a safety briefing and all crew members agree that it is safe to do so.
- Verbally obtaining or releasing mandatory directives when railroad radio communication is available.

Railroad authorized electronic devices may be used in the body of a business car or passenger train for railroad business when it will not interfere with an employee's performance of safety related duties.

4.1.2 Timetable - Non-Bold Italics

Where other figures, letters or names on a subdivision are printed in non-bold face italics, it indicates that this is shown for clarity purposes only and may or may not be part of the subdivision. Such as *Chicago* or *Muskego Yard*.

Spur Track charts printed in non-bold italics, are shown for information purposes and are connected to the corresponding subdivision so indicated in the footnotes. They are not a subdivision by themselves.

4.3 Timetable Characters

The following characters placed in the column provided

in timetable indicate:

- A** – Automatic interlocking
- B** – General Orders
- G** – Gate, normally lined against conflicting route
- I** – Manual interlocking
- J** – Junction with another railroad
- M** – Maintenance of Way Lock Out Mechanism for use by maintenance of way employees.
- S** – Gate, left lined in position last used or crossing protected by stop signs
- T** – Turning facility
- W** – Hand throw crossover between Main tracks.
- X** – Power operated crossover between Main tracks.
- #** - Where the symbol # is shown in the Station column it will denote the location of a Control Point or Manual Interlocking.

5.4.2 Display of Yellow Flag – Item A Restriction Specified in Writing is modified as follows:

Two Miles Ahead of Restricted Area – second sentence changed to read:

When yellow flags are displayed they will be displayed 2 miles before the restricted area.

Less than Two Miles Ahead of Restricted Area – paragraph changed to read:

When the restricted area is close to a terminal, junction, or another area, which would require the yellow flag to be placed less than 2 miles, the yellow flag will not be displayed and this information will be included in the track bulletin, track warrant or general order stating:

"Yellow flag not displayed for (direction) trains."

5.4.3 Display of Yellow-Red Flag – Item A Restriction Specified in Writing - is modified as follows:

Two Miles Ahead of Restricted Area – second sentence changed to read:

When yellow-red flags are displayed they will be displayed 2 miles before the restricted area.

Less than Two Miles Ahead of Restricted Area – paragraph changed to read:

When the restricted area is close to a terminal, junction, or another area, which would require the yellow-red flag to be placed less than 2 miles, the yellow-red flag will not

be displayed and this information will be included in the track bulletin, track warrant or general order stating:

"Yellow-red flag not displayed for (direction) trains."

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

5.4.4 Authorized Protection by Yellow or Yellow-

Red Flag - Rule does not apply on Canadian Pacific

5.4.5 Display of Green Flag - First bullet is changed to read as follows:

- Place a yellow flag in advance of the first speed restriction.

In addition, when a yellow flag is used to warn trains to restrict movement not protected by track bulletin or track warrant, a green flag will be placed on routes not affected until such restriction is protected by a track bulletin or track warrant.

5.5 Permanent Speed Signs - is modified by the addition of the following:

Permanent speed signs may be located to the right or left of main track as viewed by an approaching train.

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

Figures below will be placed one mile in advance of permanent speed restrictions.



Figures below will be used in Metra territory and will be placed 3000 feet in advance of permanent speed restrictions. This sign is used within Metra territory.



At the end of each restriction, figures shown will be placed to indicate a higher speed, as applicable.

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

5.4.7 Display of Red Flag or Red Light – first sentence changed to read:

A red flag or red light will be displayed where train must stop, except if a track bulletin Form B or Track Out of Service Is in effect, red flags or red lights will then be displayed at the beginning of those limits.

5.8.2 Sounding Whistle - is modified by the addition of the following:

Whistle signal (4) must be sounded to acknowledge a fuse when displayed.

5.11 Engine Identifying Number – last sentence changed and new sentence added as follows:

The identifying engine number will be the number of the lead unit, unless changing direction during a trip or tour of duty when that unit is no longer the lead unit. Crew member must inform the train dispatcher of identifying engine number before entering the main track outside of yard limits, this will not apply to passenger trains identified by their schedule number.

Note: Units with SOU, NW, PRR, CG, INT, GSF, AGS, CRCX, and CR stenciled on the side of or under the cab window of the locomotive will be identified as NS units.

5.13 Blue Signal Protection of Workmen – Item C. Blue Signal Readily Visible to Engineer – add following as last paragraph:

When a blue signal is attached to an engine, unless directed by the craft who placed the blue signal, changing any controls, brake settings (including hand brakes), switches (except overhead cab lights), circuit breakers, etc. or starting or shutting down the engines is prohibited.

5.13.1 Utility Employees – The following is added as last paragraph.

CP has been granted a waiver to permit a utility employee to remove and replace batteries in an End of Train (EOT) device, while such device is attached on the rear of a train, without establishing blue signal protection under the following circumstances:

- Utility employee is from the operating craft,
- Utility employee is attached to the crew assigned to the equipment, as required,
- Three point protection is provided before commencing to change out batteries,
- Battery change out does not require the use of tools to complete change out.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

6.1.1 Verbal Communication – New Rule added as follows:

Crew members are jointly responsible to make verbal communication between each other and confirm it is properly understood when any of the following work activities apply to them:

- switches are properly lined and/or locked, visually confirming route to be used,
- derails are properly applied or removed and visually checked,
- handbrakes are applied or released,
- shove movements are protected,
- employees are getting on or off moving equipment,
- employees crossing between equipment,
- when a situation changes,
- when entering a track with restricted clearance,
- when cars are left out to foul a another track during switching,
- before entering a classification track in a hump yard,
- before entering a main track to confirm movement authority,
- before reporting a track release.

This rule will also apply to other employees, where applicable.

6.2 Initiating Movement – first bullet changed to read:

- Receive a Tabular General Bulletin Order (TGBO) for movement on main track or other tracks required by instructions.

6.2 Initiating Movement – the following added as last paragraph:

When an Out of Service tag is applied to the locomotive's throttle, control stand or location readily visible to the engineer, the engine must not be moved until contact is made with the employee in charge whose name is on the Out of Service tag to establish working limits and permission to move equipment.

6.2.1 Train Location – the following three paragraphs added as follows:

The main track or controlled siding must not be entered or fouled until the movement has passed the point where the track will be entered or fouled.

Note: Visual identification must be made by both a crew member and engineer and then communicated to each other the number of the designated engine of each train they are required to identify as arriving. If either are unable to observe the arrival of the train or both are unable to communicate with a member of the crew for such train, the train dispatcher must be contacted for verification of train location before proceeding. The same process will apply to Maintenance of Way movements, if more than one person is in the vehicle.

Maintenance of Way employees issued authority to occupy a main track or controlled siding behind or do not foul limits ahead of a train, must inform the train that they will be entering or fouling the track behind the train. Trains informed of such a movement must not make a reverse movement except as prescribed per Rule 6.4.1 (Permission for Reverse Movements)

6.3 Main Track Authorization – Joint Authority the following is added after the last bullet:

Employees contacted for permission to enter joint authority limits will designate name of employee in charge and state location of their working limits. Employee in charge and employee receiving will record this information on the working limits form . Once this information is received, repeated and recorded, movements may then move into the joint limits. Once clear of the working limits the movement must inform the employee in charge of the working limits.

If more than one employee is listed within the joint authority, one employee may be assigned as the employee in charge for all other employees listed within the joint limits. The employee in charge will state this in instructions given to other movements, giving names of other employees under their working limits. Contact with other employee(s) in this case is not necessary.

Instructions and information may be relayed through the train dispatcher or other employees for the employee in charge.

Trains must move at restricted speed within joint authorities. When trains are given joint authorities with other trains, contact with each train is not required.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

6.11 Mandatory Directive – last sentence changed to read:

Crew must retain CTC record form and OBBB form for continuous tour of duty and turn these documents into location so designated at the end of their trip. These must either be stapled together or put in envelope and marked with train identification and date. They will be retained at the designated terminal for a period of 30 days.

Note: This does not apply to mandatory directives, TGBO's, train consists, waybills or crew to crew reports unless so otherwise advised by Superintendent or Trainmaster of territory.

6.14 Restricted Limits - Rule does not apply on Canadian Pacific.

6.21.1 Protection Against Defects – the following is added to the first paragraph as last sentence:

A train must immediately reduce to 10 MPH and perform a pull by inspection or passing train inspection on at least one side of the train

6.21.1 Protection Against Defects – the following is added after the first paragraph:

If a train operating at restricted speed discovers a broken rail, before completing movement over it, train must stop and wait for maintenance personnel to determine if it is safe to proceed or if repairs must be made. Permission for train to proceed must be received from the train dispatcher or control operator.

1. When a movement has been advised by the train dispatcher that a Unidentified Track Occupancy (UTO) inspection is required, the movement must immediately reduce to 10 MPH and are governed by the following:

1 st UTO	2 nd UTO	3 rd UTO
<p>NOTE: If movement is operating under a cold slow it must be treated as the 2nd UTO and be governed by those instructions.</p> <p>-----</p> <p>Movement must have a pull-by inspection which must be performed in one of the following manners in no case exceeding 60 miles from the location of the 1st UTO:</p> <ul style="list-style-type: none">• By other crew members at a crew change or meet location.• By wayside employees.• By crew members of the movement which left the UTO.	<p>NOTE: If movement is operating under a cold slow it must be treated as the 3rd UTO and be governed by those instructions.</p> <p>-----</p> <p>Movement must stop and perform a pull by inspection at the first safe location, avoiding impediments to a safe inspection such as bridges.</p> <p>Note: Inspection to be performed by a qualified Field Operation personnel.</p> <p>The inspection must include a pull-by inspection of one side of the equipment at a speed not exceeding 10 MPH, followed by a stationary inspection on the other side. BOTH sides of ALL cars and locomotives must be inspected for potential wheel defects. Inspection of entire movement must be completed even if defects are found.</p>	<p>The movement must be stopped immediately until full inspection can be made by a certified car inspector.</p>

Note: For 2nd or 3rd UTO inspection, the Train Dispatcher may allow a movement to proceed at a speed not exceeding 10 MPH in order to clear a switch prior to the inspection being performed.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

6.21.1 Protection Against Defects - continued

2. If any wheels are found or suspected to have defects, that piece of equipment must be set off at that location if possible, OR moved at a speed not exceeding 10 MPH to the nearest location where it can be set off, but only if deemed safe to move by the person making the inspection. Results of the inspection must be recorded on the Crew to Crew form, noting "UTO inspection".

3. In situations where the crew has been advised by the Train Dispatcher to inspect and it is further determined that the UTO was not caused by railway equipment, the Train Dispatcher will advise the crew that they are relieved from performing the inspections required by the UTO policy. The crew must draw a line through any related entry on the Crew to Crew Form and enter "UTO cancelled" with the date, time and Train Dispatcher initials for the UTO that was removed.

6.23 Emergency Stop or Severe Slack

Action -

Inspection of Cars and Units is added to as follows:

Inspection must be made of all cars, units, equipment, and track. It must be known by inspection that equipment and track are in safe condition, that all wheels are properly positioned on the rail and train is complete before proceeding.

After inspections are completed, the train dispatcher must be notified of the inspection results before proceeding.

A. Emergency Brake Application

Trains that are stopped by an emergency brake application must make a pull-by inspection not to exceed 10 MPH after the brakes are released as indicated by the end of train device or air flow indicator, on at least one side of the train to check for evidence of defective or derailed equipment. At locations where a pull-by inspection cannot be made, the train may proceed not exceeding 10 MPH to the first location where a pull-by inspection can be made.

B. Severe or Unusual Slack Action

If severe or unusual slack action was experienced when stopping or if excessive power is required to start train, a walking inspection of the train must be performed before moving train. When walking conditions make it impracticable, inspect as much of the train as possible, then train may be moved not to exceed 10 MPH until inspection can be completed. If excessive power is required to move train, train must be stopped immediately and the cause determined for the use of excessive power.

**6.23 Emergency Stop or Severe Slack Action -
Inspection of Cars and Units is added to as
follows:
Continued**

C. Pull-by Inspection Not Required

A pull-by inspection will not be required if all of the following conditions are met:

- The emergency brake application is not the first occurrence for that train consist.
- Train tonnage is less than 6000 tons or train tonnage is 6,000 or more and each car exceeds 100 gross tons.
- Speed at time of emergency brake application was greater than 25 MPH.
- The emergency brake application occurs within 15 seconds of initiating a service brake application.
- No severe or unusual slack action is experienced during the stop.
- When brakes are released, the air flow indicator and the rear car brake pipe pressure readings indicate no loss of air pressure.
- Train contains no loaded placarded tank cars or a car, trailer or freight container placarded "Explosives A."

If train does not meet all of the above requirements a visual inspection must be made as outlined under Item A or B.

D. Derailed Inspection

If a derailment has occurred and crew is instructed to handle a portion of their train beyond the derailment, the crew must inspect all cars before movement can be made, paying attention to journal boxes, shifted loads, side bearing clearances, etc. If cars are left at site of derailment, it must be ascertained that the cars have been inspected and if not, train crew must inspect before moving cars.

Engineers must inspect all units in their consist.

6.30 Receiving or Discharging Passengers – is changed to read as follows:

When a passenger train is receiving or discharging passengers the following will apply:

- Train, engine, or on-track equipment must not pass between the standing train and the station platform being used.

A passenger train that will make a station stop that will result in receiving or discharging passengers across a main track or controlled siding intervening between the train and the stations platform must make a radio announcement as follows:

"(Train) approaching (station) will be making passenger stop on (track)"

The train will also be required to make a radio announcement to advise other movements when it begins leaving the station stop.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

6.30 Receiving or Discharging Passengers - continued

- Train, engine or on-track equipment approaching on an adjacent track must not pass that train, unless one of the following safe guards are established:
 1. Intertrack fencing is provided and affected pedestrian crossings are blocked, or
 2. A crew member is stationed at the rear of stopped passenger train to prevent pedestrians from crossing and pedestrian crossings are blocked.
- A passenger train must not depart a station when a train or engine is seen approaching until the leading end of approaching train has passed rear of standing train, unless communication has been established to ensure safe guards.
- At initial stations, when trains that are standing near crosswalks, a crew member must be in position to protect passengers against approaching movements on adjacent tracks.

Train or engine on an adjacent track must ring bell approaching and passing a passenger train at a station and sounding engine whistle, as necessary.

6.32.2 Automatic Warning Devices - Under Item A in the box text reading Movement When Notified That Automatic Warning Devices Have An Activation Failure, Are Disabled, or Malfunctioning in the second column under the heading of **Then** second box of second paragraph first sentence is changed to read:

When instructed by the train dispatcher or proper authority, proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.

6.32.2 Automatic Warning Devices – added to last paragraph

In the application of the use of Item 1, 2 or 3 as it pertains to Automatic Warning Devices in track bulletins:

- Item 1 - Stop and provide warning protection until head end occupies crossing.
- Item 2 - Proceed at 15 MPH until head end occupies crossing, warning protection provided for in one direction only.
- Item 3 - Proceed at maximum authorized speed, warning protection provided for in all directions of traffic.

Train dispatcher may verbally change an Item number on a track bulletin issued to a train based upon information from signal department employees. Train crews will then be governed the instructions that it relates to.

6.32.7 Automatic Warning Device Power Indicator lights – new rule applies only on former DME property.

Crossing signal cabins are equipped with a white power indicator light which burns steadily while commercial power is available to the signals.. The light will be extinguished or will emit a white flashing strobe light when commercial power is out. Employees must notify the train dispatcher when the power indicator light s extinguished or flashing and must report the location of the crossing.

7.1 Switching Safely and Efficiently – Changes to Third and Fourth paragraphs:

Third paragraph:

"On tracks where clearance point is indicated, leave equipment beyond the clearance point" is cancelled.
Note: Tracks that have clearance point markings are not to be used to leave equipment in the clear of an adjacent track.

Fourth paragraph changed to read:

Employees will determine the clearance point by standing outside the rail of an adjacent track and extend arm towards the equipment. When unable to touch the equipment, leave the equipment at least an additional 50 feet into the track to ensure equipment is beyond the clearance point.

7.3 Additional Switching Precautions – first bullet changed to read:

Passenger or outfit cars – Must be switched separately and not handled with other types of cars during switching operations.

7.6 Securing Cars or Engines - following added as General requirements for application of hand brakes:

When leaving railway equipment, the MINIMUM number of hand brakes must be applied as indicated in the following table unless otherwise noted in subdivision instructions.

1 -	2 cars	1 hand brake
3 -	9 cars	2 hand brakes
10 -	19 cars	3 hand brakes
20 -	29 cars	4 hand brakes
30 -	39 cars	5 hand brakes
40 -	49 cars	6 hand brakes
50 -	59 cars	7 hand brakes
60 -	69 cars	8 hand brakes
70 -	79 cars	9 hand brakes
80 -	89 cars	10 hand brakes
90 -	99 cars	11 hand brakes
100 -	109 cars	12 hand brakes
110 -	119 cars	13 hand brakes
120 -	129 cars	14 hand brakes
130 -	139 cars	15 hand brakes
140 -	149 cars	16 hand brakes

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

7.6 Securing Cars or Engines - continued

Additional hand brakes may be required depending on the following variables:

- Total number of cars.
- Whether cars are loaded or empty.
- Track grade.
- Hand brake force applied.
- Weather conditions.

It must be kept in mind that there may be situations where all hand brakes must be applied when securing equipment.

It is acceptable to include the hand brakes that are applied on locomotives in order to satisfy the requirement of the table.

On multiple-platform cars, each platform is to be considered one car. When required, apply all hand brakes on multiple-platform cars.

EXCEPTION:

When a train has 10 or more cars and the standing portion of train will be left unattended in emergency to make a pick up or set out, such movement must be secured by a sufficient number of hand brakes to prevent movement. All other equipment left must be secured per the applicable rule using the hand brake table unless otherwise noted by timetable subdivision instructions.

Note: A car or locomotive is considered "unattended" when no crew member is close enough to the equipment to take safe and effective action to control its movement.

Unattended is defined as equipment left standing and unmanned in such a manner that the brake system may not be readily controlled.

Attended is defined as being present to take charge and having an unimpeded path to immediately board equipment. Equipment must be clearly visible to employee in charge of such equipment.

7.7.1 Gravity Switch Moves the following 3 bullets added under "When making a gravity switch move:"

- None of the cars are placarded,
- The hand brake used to control the move is a vertical wheel style on a car with proper hand holds, ladders or platform to maintain 3 point contact;
- The switch is lined for the intended route prior to making the switch.

8.3 Main Track Switches – the following is added to the sixth bullet for TWC territory:

Switch must not be considered restored to normal position until confirmation is received back from the employee reporting. Employees reporting a normal position switch must be at the switch or moving over the switch on the main track when report is made.

8.3 Main Track Switches – the second to last bullet is changed to read as follows:

- Crew members must confirm the position of the switch in accordance with Rule 6.1.1(Verbal Communication) and before leaving the location of a main track switch, the employee handling the switch will transmit the following over the radio channel:

"(movement identification) (occupation) (name) (switch location) LINED, LOCKED AND CHECKED in (normal/reverse) position."

The radio transmission will not apply when reporting a switch restored to normal to the train dispatcher in accordance with Rule 8.3 (Main Track Switches).

8.8 Switches Equipped with Locks, Hooks, or Latches - is added to as follows:

A switch equipped with a switch point lock pedal will be identified by a yellow stripe on both sides of the switch stand or switch handles painted yellow. The pedal must be depressed before operating the switch. Crews need to ensure that locks are secured on both the switch and switch point lock after use.

8.12 Crossover Switches - is added to as follows:

When switch tenders are on duty for handling main track switches for crossover movements, the following procedure must be followed:

1. Switch tenders on duty must have a copy of the track bulletin or a message in the exact words of the track bulletin prior to commencing the day's work.
2. Main track crossover switches must not be lined for crossover movement until advised by the train dispatcher.
3. Crossover switches must be lined far enough in advance to afford block signal protection.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

8.13 Scale Track Switches – added to as follows:

Unless otherwise specified:

- Locomotives must not be operated over live rails of scale tracks.
- Non-weighing movements over the live rails of scale tracks are prohibited.
- Cars, locomotives, or other equipment must not be stored on a scale track.

8.16 Damaged or Defective Switches - is added to as follows:

When switches are spiked they will be identified by an orange tag or an orange colored tape attached to the switch stand or handle. This does not relieve the requirements of additional protection as required.

8.21 Radio Controlled Switches – is added to as follows:

A radio controlled switch can be remotely controlled by using the radio keypad on the channel so indicated under the subdivision foot notes, or by using a push button located at the switch in a box mounted on the signal case.

The switch point indicator will convey the following indication to the movement:

Green or Green arrow – radio activated switch is lined and locked for main track movement.

Flashing Red or Yellow Arrow – radio activated switch is lined and locked for diverging movement.

Red or Red Horizontal Line – Stop, inspect switch and then operate dual control switch by hand in accordance with Rule 9.13.1. Permission to hand operate is not necessary if movement authority is granted beyond switch or movement is to take siding.

Dark - Stop, inspect switch and then operate dual control switch by hand in accordance with Rule 9.13.1. Permission to hand operate is not necessary if movement authority is granted beyond switch or movement is to take siding.

If a movement receives a dark or red indicator it must be reported to the train dispatcher/operation supervisor.

Operation of Radio Controlled switches.

1. Approaching or at switch location
Main Track movements approaching:
After passing a wayside sign reading "Switch Control" placed 2 miles from the radio controlled switch, movement must enter the keypad sequence for the desired switch position and must receive radio confirmation that the switch is properly lined for movement.

Radio Controlled switch locations:

At radio activated switch locations there will be "OS" signs marking the limits of the location. In order to command the switch by radio or push button located at the switch, the limits of the "OS" section must not be occupied.

In either case above the movement must approach a radio controlled switch prepared to stop until:

- The switch indicator displays that switch is properly lined for movement.
or
 - A radio command has been issued to select switch to desired position and radio confirmation has been received that the switch is properly lined for movement.
2. If a movement receives a radio message indicating that switch is not lined, unable to verify request or no message is received, the movement must approach the radio controlled switch location prepared to stop.
 3. If the signal indicator displays an indication for other than the desired position, movement must stop outside of the limits of the "OS".
 - Wait 15 minutes If movement is on main track outside of yard limits or wait 6 minutes if on other than main track or within yard limits, then command the switch to desired position.
 - Wait 15 minutes If movement is on main track outside of yard limits or wait 6 minutes if on other than main track or within yard limits, then operate the push button on signal case if so equipped following instructions posted inside the push button box.
 - Hand operate the dual control switch in accordance with Rule 9.13.1 (Hand Operation of Dual Control Switches) permission from control operator is not necessary.
 4. If radio confirmation is received that the switch is properly lined for movement and the switch point indicator displays a red or dark indication, movement must stop, inspect switch, and hand operate switch for movement. Notify train dispatcher/operation supervisor.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

Operation of Radio Controlled switches - continued

5. Crew on movement must repeat radio messages received from a radio controlled switch.
6. Position of switch does not have to be reported to the train dispatcher/operation supervisor unless the switch is left in hand operation.

All maintenance of way movements must hand operate the radio controlled switches as outlined per Rule 9.13.1, permission from control operator is not necessary to hand operate these switches.

9.5.3 Protection During Repairs

Track bulletin Form B will not be used for protection within manual interlocking limits. Rest of rule remains unchanged.

9.9 Train Delayed in the Block - under item indicated is added to as follows:

A. ABS

A Passenger train making a scheduled stop(s) in a block preceding an intermediate number plated signal may proceed not exceeding 40 MPH prepared to pass next signal at restricted speed until next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.

D. ABS/CTC

A Passenger train making scheduled stop(s) in a block preceding an absolute signal of an interlocking or control point to receive or discharge passengers will proceed prepared to stop at next signal not exceeding 40 MPH until next signal is visible and that signal displays a proceed indication.

Note: Signs will be displayed at end of each station platform to denote approaches into absolute signals. Signals leading into these station stops will be marked with 4 inch orange retro-reflective tape on signal mast one above number plate and one below, if not equipped with number plate they will be spaced approximately 8 to 12 inches apart.

9.12.3 Stop Indications - Automatic Interlocking - second sentence changed to read as follows:

After complying with interlocking instructions that allow the train to proceed, if signal continues to display a Stop indication, the train must move at restricted speed upon hand signal from a crew member at the crossing if there is no train approaching on any conflicting routes.

At automatic interlockings where push buttons are provided on signals to enable a return movement to be made over the crossing while switching, crew member will unlock box and press button. If signal does not clear, requirements of Rule 9.12.3 must be complied with.

9.13 - When Instructed to Operate Dual Control Switches by Hand - the following item is added after the second paragraph.

Dual Control Switch Point Derail

Unless otherwise specified, the following instructions apply at locations where Dual Control Switch Point Derails are in service at Humboldt East (Receiver 1 track), Portage Jct. (yard track lead), Watertown (track to Waterloo Spur), Milwaukee (Cut Off, North lead) and Milwaukee (Grand Ave, North Milwaukee Spur).

The following will apply to the Dual Control Switch Point Derails except for the location at Humboldt East on Receiver 1 which will be governed by Paynesville Sub instructions.

- When the main track 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 switch is locked in reverse position, the dual control switch point derail will be locked in the non-derailing position, except Humboldt East..
- When a movement is stopped and the control operator authorizes movement past a Stop indication and instructs the employee to hand operate the switch(es) the provisions of Rule 9.13.1 (Hand Operation 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 the movement has occupied the switch points.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

9.15.2 Clearing Track Permits – the following is added below the bullet points.

Before an employee reports clear of a track permit, the report must be confirmed with another employee, if more than one employee is present.

After a release is given to the train dispatcher/control operator with the required information, the train dispatcher/control operator will be repeat it back to the employee for confirmation. Employee or in the case of a train the Engineer will confirm the repeat back from the control operator and will also state their occupation and name.

Track permit will remain in effect until the train dispatcher/
control operator confirms the release back.

9.16 Stop and Proceed Indication - Rule does not apply on Canadian Pacific

10.1 Authority to Enter CTC Limits – Under “Signal Governing Movement Over a hand-Operated Switch

Change waiting time from 5 minutes to 10 minutes in both paragraphs

10.3 Track and Time Second paragraph added to as follows:

When the track and time includes “switch yes” limits will include the track between absolute signals governing movement over the switch.

10.3 Track and Time Item B following paragraph added:

If the movement requires additional time, original track and time may be extended twice with a new expiration time. If additional time is needed after two extensions, a new track and time must be requested or issued.

10.3 Track and Time Item C Releasing When Within Limits – Last paragraph changed to read:

Before an employee releases track and time, the report must be confirmed with another employee, if more than one employee is present.

Employees releasing track and time must state:

- Their name or other identification.
- Track and time number.
- Limits being released or specific location complete by.

Control Operator will repeat back the information received and give a (time) and state “**Is that correct.**”

Employee, or in the case of a train, the Engineer will confirm the repeat back from the control operator by stating:

- That is correct
- Track and time number released
- Time given by control operator
- Occupation and name.

Control Operator will acknowledge confirmation.

Original track and time will remain in effect until the employee in the field repeats back the confirmation to the control operator as indicated.

When reporting clear the track and time number and the limits in effect must be reported. If reported complete by a specific location the last complete location and end of limits will be used.

10.3. Track and Time - Item D Releasing Portion of Limits – the following added below paragraph.

Before an employee reports complete by a specific point, the report must be confirmed with another employee, if more than one employee is present.

Employee reporting complete by a specific point in track and time must state:

- Their name or other identification.
- Track and time number.
- Specific location complete by.

Control Operator will repeat back the information received and give a (time) and state “**Is that correct.**”

Employee or in the case of a train the Engineer will confirm the repeat back from the control operator by stating:

- That is correct.
- Track and time number.
- Specific location complete by.
- Occupation and name.

Control Operator will acknowledge confirmation.

Original track and time will remain in effect until the employee in the field repeats back the confirmation to the control operator as indicated.

10.3.1 Protection of Limits - Item 4 changed to read:

4. When movement has been notified that authority is granted behind other movements within requested limits.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

10.3.1 Protection of Limits – last paragraph changed to read and following two paragraphs added:

The blocking or marking devices must not be changed or removed until the limits have been released to the control operator, except they may be removed where an intermediate signal is used to denote the beginning or end of track and time limits to allow a movement to move on signal indication to that location but only after such movement has received the joint track and time. After movement takes signal indication blocking or marking devices must be re-applied.

Track and time will be given between control point and control point except intermediate signal locations may be used as identified under subdivision instructions to denote the beginning or end of track and time limits.

Movements given track and time from control point to intermediate signal or intermediate signal to intermediate signal must not leave that track and time limit at intermediate signal locations without permission from the control operator.

10.3.3 Joint Track and Time - changed to read as follows:

Where limits will be jointly occupied, control operator will state in the track and time being granted to:

- trains - the name or identification of all movements within the same limits or that will enter the limits.
- or
- on track equipment or employees - the name or identification of movements other than trains within the same limits or that will enter the limits.

Trains must move at restricted speed within joint track and time limits.

11.0 RULES APPLICABLE IN ACS AND ATS TERRITORIES - entire chapter does not apply on Canadian Pacific.

12.0 RULES APPLICABLE ONLY IN AUTOMATIC TRAIN STOP SYSTEM (ATS) TERRITORY – entire chapter does not apply on Canadian Pacific.

13.0 RULES APPLICABLE ONLY IN AUTOMATIC CAB SIGNAL SYSTEM (ACS) TERRITORY – entire chapter does not apply on Canadian Pacific.

14.4.1 Radio Blocking

Under the fourth bullet Specific locations to be used are as follows:

Specific locations used for reporting clear:

- Station names, where sidings are not located.
- Siding switches instead of station name where sidings are located.
- Whole mile post locations.
- Yard limit locations.

Second paragraph following sentence is added between first and second sentence.

Engineer will be responsible to acknowledge the information being repeated by the following train for verification on location train is being reported clear of.

14.5 Protecting Men or Equipment - Item 2 third sentence reading:

Also, a track warrant must inform the employee in charge of men or equipment about the trains, **is deleted.**

14.7.1 Format for Reporting Clear or Complete of Limits – new rule to read as follows:

Before an employee reports clear or complete by a specific point, the report must be confirmed with another employee, if more than one employee is present.

Employee reporting clear or complete by a specific point must state:

- Their name or other identification.
- Clear or Complete by (location)
- Track warrant number.

Train Dispatcher will repeat back the information received and give a (time), their initials and state **"Is that correct."**

Employee, or in the case of a train, the Engineer will confirm the repeat back from the train dispatcher by stating:

- That is correct.
- Clear or Complete by (location)
- Time
- Occupation and name.

Train Dispatcher will acknowledge confirmation.

Original track warrant will remain in effect until the employee in the field repeats back the confirmation to the train dispatcher as indicated.

If a hand-operated switch is used to clear the main track in line with Rule 14.7 (Reporting Clear of Limits) the position of the switch must be reported to the train dispatcher before reporting clear of the track warrant.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

15.1 – Track Bulletins - title and rule changed to read as follows:

15.1 – Tabular General Bulletin Orders (TGBO)

The train dispatcher will issue a TGBO as required. A TGBO is only valid within the limits so specified on the TGBO. A TGBO will include the track bulletins that contain information on all conditions that affect safe train or engine movement.

A TGBO must not be changed unless specified by Rule 15.13 (Canceling Tabular General Bulletin Order and Track Bulletins), or Rule 15.7 (Copying Track Bulletins).

RECEIPT AND COMPARISON

The conductor and engineer must receive a TGBO at their initial station, unless otherwise instructed by the train dispatcher or special instructions. The conductor and engineer must each have a copy of the TGBO. Each crew member must read and understand them. If a movement receives a TGBO that shows NIL for Track Bulletins, contact the Train Dispatcher to verify the information before acting on the TGBO".

All crew members are responsible for complying with the requirements of track bulletins in the TGBO and for reminding each other of those requirements.

A TGBO will be addressed to a train symbol or assignment number, identifying engine number is not required. Passenger trains will be identified by schedule number contained in current operating and/or public timetables, as applicable. Passenger trains not shown in operating and public timetables will be identified by engine number and direction.

All crew member must ensure that their movement is properly designated on the TGBO, it contains the correct number of pages and that the limits cover the specified routing. If an incorrectly designated TGBO is received train dispatcher must be contacted for further instructions or changes, as applicable, before proceeding.

All crew members must confirm and initial the limits and train designation on the TGBO.

When receiving a TGBO from the FIT, once verified that the document is correct, a crew member will acknowledge the prompt on the screen of the FIT before leaving. If unable to obtain a TGBO from the FIT or FAX contact the train dispatcher for further instructions.

15.1.1 Changing Address of Track Warrant or Track Bulletins - title and rule changed to read as follows:

15.1.1 Changing Address of Tabular General Bulletin Order

When a TGBO is addressed to a train symbol or assignment number it must be compared to a train consist, list or other acceptable document for verification.

If the designation on the TGBO is incorrect, a change of designation must be issued by the train dispatcher. If the designation of the train consist, list or other acceptable document is incorrect while the TGBO designation is correct, the designation may be changed when authorized by the train dispatcher, company officer or other employee who has access to the correct information.

Metra scheduled trains using train specific TGBO's may change train designation in address with verbal authority from the train dispatcher.

15.2.1 Protection for On Track Equipment – Rule does not apply on Canadian Pacific.

15.3 Authorizing Movement Against the Current of Traffic - Rule does not apply on Canadian Pacific.

15.7 Copying Track Bulletins – the following added as last two paragraphs:

Track bulletins must be copied on the prescribed form. In addition, in order that additional track bulletins are not overlooked when copied enroute, a reference to the new track bulletin number(s) must be recorded by the crew member on all TGBO copies in the appropriate sort location. Such as "See TB No C1234."

A track bulletin issued for temporary crossing malfunctions may be modified as advised by the train dispatcher.

15.8 Duplicating Track Bulletins – the following added as last paragraph:

This rule will also apply to copying Tabular General Bulletin Orders (TGBO).

15.9 Mechanical Transmission of Track Bulletins – the following added as last paragraph.

This rule will also apply to mechanical transmission of Tabular General Bulletin Orders (TGBO).

15.10 Retaining Track Bulletins – the following added as last paragraph

This rule will also apply to Tabular General Bulletin Orders (TGBO). Train dispatcher must check the protection list for such train and ensure crew is in possession of all applicable track bulletins.

Section 3 – General Code Of Operating Rules - Special Instructions

US East and US West Regions System ~~Special Instruction NO 1~~ – July 9, 2012

15.12 Relief of Engineer or Conductor During Trip – following is added as third paragraph.

If a new TGBO is issued at the originating terminal, for a train that is still enroute the train symbol for the train to be relieved may be followed by the letter "R". Such as: "19901R"

15.12 Relief of Engineer or Conductor During Trip – under Comparison Of Information is changed to read:

Comparison Of Information

The relieving conductor and engineer must compare mandatory directives, TGBO, instructions and pertinent information with each other and the train dispatcher before proceeding.

When a TGBO compare is required, the crew must provide the identification number of the subdivision TGBO to the train dispatcher who will repeat such to the crew. If correct, the crew member must acknowledge as correct.

The train dispatcher must transmit applicable track bulletin and track bulletin cancellations, if any to relief crew.

15.13 Voiding Track Bulletins - title and rule changed to read:

15.13 Canceling Tabular General Bulletin Order and Voiding Track Bulletins

TGBO and track bulletins in the possession of train or engine crew are in effect for the entire tour of duty unless canceled, expired on time or a new TGBO is received.

A crew in the possession of a train specific TGBO will report to the train dispatcher when train or engine has reached its final terminal, cleared the TGBO limits, ties up at the end of a shift or when the use of the TGBO is no longer required, unless relieved by 15.10 Retaining Track Bulletins or advised otherwise by train dispatcher. The report information may be relayed to the train dispatcher by the yardmaster or by telephone answering service, where available, by giving the train symbol, date, time, occupation and name of employee.

The train dispatcher must not release a TGBO from the computer system until they have ascertained that the train has left the TGBO limits, crew has tied up, train is clear of the main track or the crew is removed from the train. The information from yardmaster or telephone answering system may be used to release a TGBO from the system.

When required, a TGBO may be canceled verbally by the train dispatcher but not until both the conductor and engineer have been advised. The employee who acknowledges the cancellation to the train dispatcher must advise all crew members accordingly.

The train dispatcher may verbally cancel a Track Bulletin by stating:

- TB No (number) is canceled (dispatcher's initials).

Train crew receiving will fill in the appropriate cancellation portion and repeat the information back to the train dispatcher. If correct the train dispatcher will respond OK stating time and train dispatcher initials.

or

The train dispatcher may verbally cancel a TGBO stating:

- TGBO No (number) is canceled at (time) (dispatcher's initials).

Train crew receiving will fill in the appropriate cancellation portion and repeat the information back to the train dispatcher, acknowledging the cancellation by stating occupation and name.

16.0 RULES APPLICABLE ONLY IN DIRECT TRAFFIC CONTROL (DTC) LIMITS - entire chapter does not apply on Canadian Pacific.

17.0 RULES APPLICABLE ONLY IN AUTOMATIC TRAIN CONTROL (ATC) TERRITORY - entire chapter does not apply on Canadian Pacific.

Section 4 Radios

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

1.0 Transmitting Technique

The efficient use of a radio depends on the speech and articulation of the sender. Speak all words plainly in a clear, distinct tone to prevent the running together of consecutive words. DO NOT SHOUT. Avoid any tendency to accent syllables artificially, or talk too rapidly. Speak slowly and clearly.

The following points should be kept in mind when using a radio:

Position of Microphone: Microphone should be angled at approximately 45 degrees, not more than 2 to 3 inches from the mouth of the sender.

Speed: Keep the rate constant, neither too fast nor too slow. Remember in many cases the person receiving your message has to write it down.

Pitch: Remember, that high pitched voices transmit better than low pitched ones.

Rhythm: Preserve the rhythm of ordinary conversation. To separate words so that they do not run together, avoid the introduction of sound that does not belong such as "er" and "um." Attempt to maintain the pitch and rhythm of voice to the end of each sentence.

Radio Telephone Interface System (RTI)

2.0 Radio Telephone Interface System (RTI)

The RTI is a backup communications system between the office and the field, and should only be used when you hear a "Call Failed" tone when trying to call – in, or when instructed to do so during tests or planned system outages.

Note: A call – failed tone consists of 9 short beeps that are transmitted from the site when placing a normal or emergency call to the Train Dispatcher and the system has failed.

RTI CALLS FROM THE FIELD:

2.1 Emergency call to the Train Dispatcher:

- On Train channel dial **911#
- Listen for OK tones and phone ringing.
- Wait for Train Dispatcher to answer phone.

2.2 Normal Call to Train Dispatcher:

- On Train channel dial **XXX1#
- Listen for OK tones and phone ringing.
- Wait for Train Dispatcher to answer phone.

2.3 Call to S&C Communications center Minneapolis:

- On Train channel dial **XXX4#
- Listen for OK tones and phone ringing.
- Wait for Comm. Center to answer phone.

2.4 Call to Diesel Specialist:

- On Train channel dial **XXX5#
- Listen for OK tones and phone ringing.
- Wait for Diesel Specialist to answer phone.

2.5 Call to BCF Center St Paul:

- On Train channel dial **XXX6#
- Listen for OK tones and phone ringing.
- Wait for BCF Dispr to answer phone.

2.6 System Tones Legend:

- "OK" (2 short beeps) call has reached the radio tower.
- "Ring back" (3 short beeps) call has reached Dispatcher's desk.
- "Emergency" (3 second continuous tone) call has reached the Dispatcher's desk.
- "Ringing" (Normal telephone ring) RTI call is being processed to a desk telephone.
- "Invalid" (Hi-Low or See-Saw tone) user has dialed an invalid number.
- "Call Failed" (9 short beeps) individual radio site or system has failed.

Section 4 Radios

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

Radio Telephone Interface System (RTI)

US EAST

Elgin Dispatcher		
Subdivision or Spur	Radio Site	RTI Code (XXX)
Elgin	Spaulding	431
Elgin	Bensenville Yard-B17	432
Elgin	Tower A5	433

C&M Dispatcher		
Subdivision or Spur	Radio Site	RTI Code (XXX)
Fox Lake	Fox Lake	444
C&M	A20	443
C&M	Bensenville North	442
C&M	Tower A5	441
C&M	Rondout	451
C&M	Somers	452
C&M	Lake DBU	453
C&M	Muskego South (Yard/ Milwaukee)	454

Wisconsin Dispatcher		
Subdivision or Spur	Radio Site	RTI Code (XXX)
Watertown	Muskego West (Yard/ Milwaukee)	461
Watertown	Duplainville	462
Watertown	Ixonia	463
Watertown	Watertown	464
M&P	Windsor	465
Watertown	Doylestown	881
Tomah	Portage	471
Tomah	Wisconsin Dells	472
Tomah	New Lisbon	473
Tomah	Tomah	474
Tomah	Sparta	475
Tomah	Medary	476

US EAST

CP North Dispatcher		
Subdivision or Spur	Radio Site	RTI Code (XXX)
Canadian	West Chazy	601
Canadian	Port Kent	602
Canadian	Essex	603
Canadian	Crown Point	604
Canadian	Dresden	605
Canadian	Whitehall	606
Canadian	Fort Edward	611
Canadian	Ballston	612
Canadian	Jct Canadian Connector	612
Colonie	Mechanicville	621
Colonie	Waterliviect	622
Freight	Kelly's	631
Freight	Delanson	632

CP South Dispatcher		
Subdivision or Spur	Radio Site	RTI Code (XXX)
Freight MP 503.1 to EMT	Central Bridge	811
Freight	Richmondville	812
Freight	Worcester	813
Freight	Maryland	814
Freight	Oneonta	815
Freight	Wellsbridge	821
Freight	Bainbridge	822
Freight	Afton	823
Freight	Belden Hill	824
Freight	Binghamton	825
Freight	Binghamton Terminal	818
Sunbury	Binghamton Container	831
Sunbury	Binghamton	831
Sunbury	Milford	832
Sunbury	Kingsly	833
Sunbury	Nicholson	834
Sunbury	Glenburn	835
Sunbury	Taylor	836
Sunbury	Hanover	841
Sunbury	Beach Haven	842
Sunbury	Catawissa	843
Sunbury	Banks	844

Section 4 Radios

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

Radio Telephone Interface System (RTI)

US WEST

River Dispatcher		
Subdivision or Spur	Radio Site	RTI Code (XXX)
River	Donehower	541
River	Winona	542
River	Minnieska	543
River	Wabasha	544
River	Frontenac	545
River	Red Wing	546
River	Hastings	547
River	St. Paul	548
Superior & Duluth-Superior	Superior	581
River	Hopkins	481

Minnesota 1 Dispatcher		
Subdivision or Spur	Radio Site	RTI Code (XXX)
Paynesville, St. Paul & Merriam Park	St. Paul West	551
MN&S	Shoreham	822
Paynesville	Loretto	552
Paynesville	South Haven	553
Paynesville	Paynesville	554
Paynesville	Glenwood East	555
Withrow	White Bear	821

Minnesota 2 Dispatcher (Noyes)		
Subdivision or Spur	Radio Site	RTI Code (XXX)
Detroit Lakes	Glenwood North	561
Detroit Lakes	Miltna	562
Detroit Lakes	Richville	563
Detroit Lakes	Westbury	564
Detroit Lakes	Bejou	565
Detroit Lakes & Bemidji	Plummer	566
Noyes	Newfolden	571
Noyes	Lancaster	572

US WEST

Dakota Dispatcher		
Subdivision or Spur	Radio Site	RTI Code (XXX)
Elbow Lake	Glenwood West	831
Elbow Lake	Elbow Lake	842
Elbow Lake & Veblen	Hankinson	843
Elbow Lake	McLeod/Orchid	844
Carrington	Cuba	861
Carrington	Courtenay	862
Carrington	Carrington	863
Carrington	Harvey East	864

Portal Dispatcher		
Subdivision or Spur	Radio Site	RTI Code (XXX)
Newtown	Max	877
Portal	Harvey West	871
Portal	Balfour	872
Portal	Minot	873
Portal	Foxholm	874
Portal	Donnybrook	875
Portal	Bowbells	876

Section 4 Radios

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

MRAS USER INSTRUCTIONS

3.0 MRAS User Instructions

3.1 Telephone Access (Mobile Radio to Public Telephone System)

- Select MRAS radio channel nearest your location.
- For dial tone, key in *, **radio tower number, 00, #**
(Example: for McLeod, dial *84400#).
- At dial tone, key in desired number to call.
(1 + area code if long distance from radio tower location)
- Key *# to disconnect.

3.2 Telephone Access using Auto Dial (Mobile Radio to Public Telephone System AutoDial)

- Select MRAS radio channel nearest your location.
- Key in *, **radio tower number, AD number, #**
(Example: calling the Diesel Doctor from Hankinson tower enter: *84311#).
- Key *# to disconnect.

3.3 Local Repeater (Extended Mobile to Mobile Communication via Radio Repeater System)

- Select MRAS radio channel nearest your location.
- Key in *, **radio tower number, #**
(Example: To enable Lancaster repeater, key in *572# while on channel 1)
- OK tones will be heard confirming repeater is enabled.
- Key *# to disable repeater.

Note: Repeater times out after 4 minutes of inactivity. Max repeater talk time is 12 minutes.

3.4 Radio Access (Public Telephone System to Mobile Radio)

- From telephone dial MRAS dial-in number for radio tower selected.
- OK tones will be heard confirming radio is enabled.
- Press *# or hang up to disconnect.

Section 4 Radios

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

3.5 Mobile Radio Access System (MRAS)

Location	MRAS Channel	AAR Ch TX RX	Telephone Access	Hang	Enable	Disable	Dial-In
St. Paul	2	81 24	*551AD#	*#	*551#	*#	651-778-3350
Loretto	3	91 07	*552AD#	*#	*552#	*#	763-479-8173
Paynesville	2	81 24	*554AD#	*#	*554#	*#	320-243-7006
Glenwood	1	86 10	*555AD#	*#	*555#	*#	320-634-4528
Miltna	2	81 24	*562AD#	*#	*562#	*#	218-943-1240
Richville	3	91 07	*563AD#	*#	*563#	*#	218-346-3059
Bejou	1	86 10	*565AD#	*#	*565#	*#	218-935-0781
Plummer	2	81 24	*566AD#	*#	*566#	*#	218-465-4127
Newfolden	3	91 07	*571AD#	*#	*571#	*#	218-874-2436
Lancaster	1	86 10	*572AD#	*#	*572#	*#	218-762-2279
Elbow Lake	3	91 07	*842AD#	*#	*842#	*#	218-685-6798
Hankinson	2	81 24	*843AD#	*#	*843#	*#	701-242-7547
McLeod	1	86 10	*844AD#	*#	*844#	*#	701-439-2802
Enderlin	3	91 07	*845AD#	*#	*845#	*#	701-437-2304
Cuba	2	81 24	*861AD#	*#	*861#	*#	701-845-4896
Courtney	1	86 10	*862AD#	*#	*862#	*#	701-435-2855
Carrington	3	91 07	*863AD#	*#	*863#	*#	701-652-1517
Harvey	2	81 24	*864AD#	*#	*864#	*#	701-324-2223
Balfour	1	86 10	*872AD#	*#	*872#	*#	701-465-3346
Minot	3	91 07	*873AD#	*#	*873#	*#	701-838-5781
Foxholm	2	81 24	*874AD#	*#	*874#	*#	701-468-5689
Donnybrook	3	91 07	*875AD#	*#	*875#	*#	701-848-2498
Bowbells	1	86 10	*876AD#	*#	*876#	*#	701-377-2511

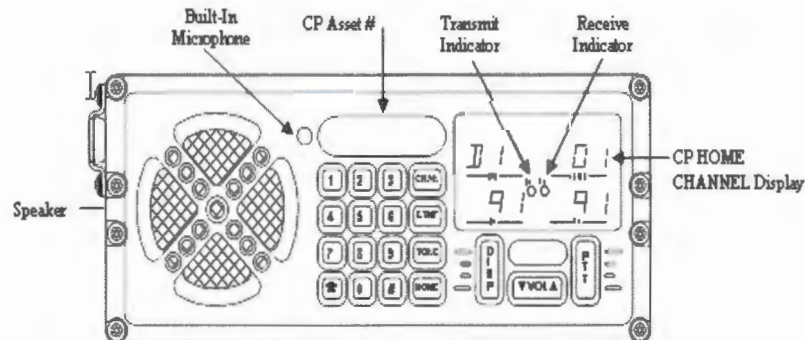
MRAS Auto Dialer (AD)

AD		AD		AD	
00	Dial Tone	29	Mpls Signal Mtr	63	Glenwood MRAS
01	CCC	30	Buffalo Signal Mtr	64	Elbow Lake MRAS
02	Minnesota Dispatcher	31	Paynesville Signal Mtr	65	Hankinson MRAS
03	Dakota Dispatcher	32	Hankinson Signal Mtr	66	McLeod MRAS
04	River Dispatcher	33	Valley City Signal Mtr	67	Enderlin MRAS
05	SOO HELP (Emergency Only)	34	Minot Signal Mtr	68	Cuba MRAS
09	Service Center	35	T R Falls Signal Mtr	69	Courtney MRAS
10	St. Paul Yard (ACC)	36	Shoreham Mgr S&C	70	Carrington MRAS
11	Diesel Specialist	37	Mpls Electronics Mtr	71	Harvey MRAS
13	Humboldt/Ford Yardmaster	38	Glenwood Signal Mtr	72	Balfour MRAS
14	Glenwood Yard	39	Valley City Electronics Mtr	73	Minot MRAS
18	TCT MYPM	40	Minot Electronics Mtr	74	Foxholm MRAS
19	St. Paul Yardmaster	41	T R Fall Electronics Mtr	75	Donnybrook MRAS
20	Portal Dispatcher	43	Glenwood Signal Mtr	76	Bowbells MRAS
21	St. Paul Manager Track Maintenance	44	Harvey Signal Mtr	80	Miltna MRAS
22	Glenwood Manager Track Maintenance	45	St. Paul Mgr S&C	81	Richville MRAS
23	Enderlin Manager Track Maintenance	46	SLB/Dispatch Mgr S&C	82	Bejou MRAS
24	Harvey Manager Track Maintenance	51	St. Paul Electronics Mtr	83	Plummer MRAS
26	T R Falls Manager Track Maintenance	60	St. Paul MRAS	84	Newfolden MRAS
27	Shoreham Manager Track Maintenance	61	Loretto MRAS	85	Lancaster MRAS
28	Glenwood Mgr S&C	62	Paynesville MRAS		

Section 4 Radios

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

RITRON Railroad Radio Operating Instructions



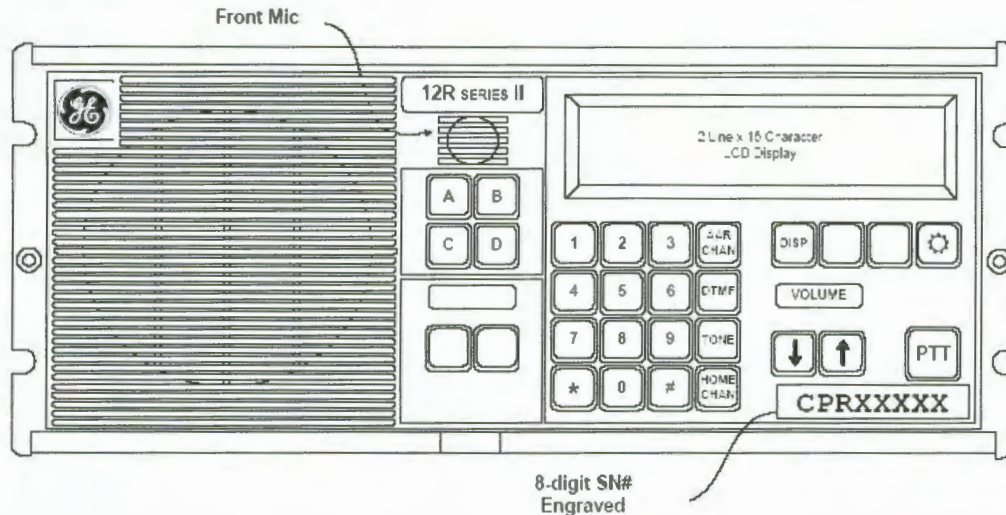
KEY	FUNCTION
Channel Key	This works the same as the Channel (CHAN) button on the SPECTRA radio, however you will note a slight delay after entering the 4 digit AAR channel before the radio will switch over to the new channel. This is due to the radio being narrowband compatible. As such, the radio will pause for a few seconds account it is looking for 6 digits. You can force the channel change by pressing the CHAN button again after you have entered the 4 digit AAR channel.
Keypad	With no mode selected, pressing the keypad buttons will transmit DTMF tones. When a mode is selected, the keypad is used to enter CP HOME Channels, AAR Channels, DTMF digits, and TONE digits.
Volume up/down	Press ▲ to increase the radio receive volume, or press ▼ to lower the radio receive volume. The volume level is displayed while the button is pressed.
Channel mode	Press once, then enter either a four digit AAR channel pair (wideband) or a six digit AAR channel pair (narrowband) as designated in the current Time Table.
Home mode	Press once, then select a 2 digit CP Home Channel number; applicable for CP Home Channels 01-99 only. (Include the leading zero for channels 01-09.)
DTMF mode	Press once and select digits for the required function - Dispatcher, repeater, equipment, etc.
Tone mode*	Press once, then key tone sequence as required. (mainly used by other railroads)
DISP Key	This works the same as the DISP button on the SPECTRA radio, however the radio needs to be programmed for the correct call in channel. If the correct channel is not programmed, then this feature will not work in that area. To call CP Dispatcher press once, CALL-IN will be displayed and the TX channel will switch to the CP call-in channel. Press DTMF calling code (* Z 1 # , Zone from Time Table), wait for the OK tone and Ring Back tone. Press the "DISP" key again to return to the standby channel. NOTE: On some subdivisions the "DISP" Key will not place the radio on the correct call-in channel, and the channel selection must be done manually.
PTT Key	If handset fails, press and talk into the front panel microphone located next to the speaker grill.

Section 4 Radios

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

GE Railroad Radio Operating Instructions

Front Panel Operation



KEY	FUNCTION
LCD DISPLAY	Displays Channel & Group Names as well as operator prompts and status messages.
Front Panel Mic	Used when the Front Panel PTT switch is depressed to make a transmission.
Volume Up/Dn	Adjust level of audio heard over the speaker.
Numeric Keypad	Generate manual DTMF call tones. Select Dispatch Single Frequency Tone after "TONE" button. Select radio channel after "AAR CHAN" or "HOME CHAN" buttons.
AAR Chan	Used to enable selection of radio channel from AAR Channel Group
Home Chan	Used to enable selection of radio channel from CP Home Channel Group
PTT	Used to make a radio transmission using the Front Panel Microphone.
DIM (sun icon)	Alters intensity of backlit keypads and LCD for night/day viewing.
DTMF	Disabled.
TONE	Used to allow selection of Single Call Tone Frequency with numeric keypad. Tone will be automatically transmitted when a valid tone frequency is selected.
A, B, C,D	Disabled
DISP	Toggles between current channel and Dispatcher CALL-IN Channel (revert) if one is assigned to the channel selected.
Customer Name	Customer name & tracking No., engraved on front bezel as shown.

Section 5 Train Inspections and Trackside Warning Detectors

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

TRAIN INSPECTION PROCEDURES

1.0 Train Inspection Procedures

When informed by a trackside warning detector or other source of a possible hot wheel, hot bearing or dragging equipment, an inspection must be made. At trackside warning detector locations, also comply with trackside warning detector instructions.

1.1 Hot Box Inspection—Friction and Roller Bearing

a) Required Equipment:

Crew members, other than locomotive engineers, of each train movement must be in possession of a 200°F temperature indicating crayon.

b) Crayon Application:

Roller bearings – apply a temperature indicating crayon to the face or side of the outer ring (cup) of the roller bearing. Refer to Diagram 1 and Diagram 3

Plain bearing – open the journal box cover and apply a temperature indicating crayon to the end of the journal. Refer to Diagram 4

Note: Crayon may not melt at or below freezing.

c) Crayon Results:

Thin, colored line indicates the metal is not overheated (i.e., metal is below the temperature indicated on the crayon). Refer to Diagram 1. Wax-like, shiny smear indicates overheated bearing. Refer to Diagram 2

d) Inspection Procedure:

Use the temperature indicating crayon by marking the bearing housing with sufficient force with the crayon to make an identifiable mark on the bearing housing to indicate it has been checked. If temperature indicating crayon does not melt, check for presence of heat with the back of bare hand by cautiously placing the back of bare hand close to the bearing, keeping in mind that any part of the equipment may be extremely hot. If back of bare hand cannot be held next to the bearing for a few seconds, the car or engine must be set out. To make a determination if wheel is warm make a comparison with another set of bearings using the back of bare hand as indicated above.

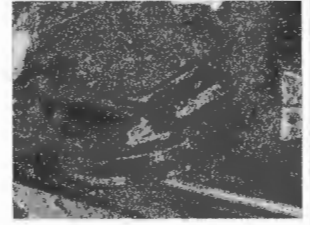
e) Set the car out if overheated bearing is found. When inspecting using the back of the bare hand and the temperature crayon, the employee performing the duties must mark each bearing housing with sufficient force with the crayon to make an identifiable mark on the bearing housing to indicate that it has been checked.

Diagram 1



Mark each bearing housing inspected with crayon as indicated.

Diagram 2



When the crayon melts and a wax-like, shiny smear remains indicating an overheated bearing.

Diagram 3



Roller Bearing Inserted in a Journal Box.

Diagram 4



Friction Bearing - Open the journal box cover and apply a temperature indicating crayon to the end of the bearing.

On locomotives, when checking for hot bearing(s), a check for an overheated journal, support bearing, or armature bearing must be made.

In all cases, the cover of the journal box inspected must be left open.

1.2 Dragging Equipment

In case of dragging equipment indication, STOP the train immediately using good train handling procedures and perform a walking inspection. Look for equipment or material that extends below the ball of the rail. Common items to look for are hanging brake shoes, brake shoe keys, brake riggings, low hanging air hoses, tie-down bands, wire or chains.

Clear dragging equipment if possible for safe running, and if not safe to run, the car should be set out at the nearest point.

Section 5 Train Inspections and Trackside Warning Detectors

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

1.3 Overheated / Hot wheel

When inspecting for an overheated or hot wheel, pre-departure or while enroute the wheels should be checked for heat discoloration of any type. If discoloration or bluing of the wheel extends more than 4 inches from the rim to the plate, on both the front face and back face, the car or equipment should be set out.

A possible cause of an overheated or hot wheel is sticking brakes refer to Item 1.4 Sticking Brakes.

1.4 Sticking Brakes

Sticking brakes occur when brakes on a car(s) remain applied after a train brake release. When sticking brakes occur or are reported to a train crew:

1. Stop the train as soon as possible.
2. Determine why the brakes are sticking. Possible causes for sticking brakes include:
 - Overcharged air brake system.
 - Hand brakes applied.
 - Retaining valve not in EXHAUST position.
 - Leak in the air brake system.
 - Placing the automatic brake handle in the release while the brake pipe reduction is still exhausting.
 - An insufficient brake pipe reduction to ensure proper release.
 - Binding or fouled brake rigging.
 - Excessive brake pipe leakage.
 - Defective control valve.
3. Correct the problem and perform a pull by inspection to make sure that the wheels are rotating freely.
4. If necessary, cut out the car control valve or set the car out at nearest location.

1.5 Flat or Shell Spots

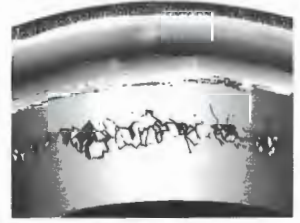
When inspecting equipment wheels and a flat or shell spot over 1 inch is discovered, a report of the defective wheel(s), including the measurement of the defect's length, must be made to the train dispatcher or yardmaster, and Mechanical Services.

Diagram 5



Flat or Skidded Wheel

Diagram 6



Shelled Wheel

Speed Restrictions for Defective Wheels with Flat or Shell Spots

Maximum speeds permitted with single or adjoining flat or shell spots are shown below:

Maximum Speed Permitted for Flat Wheel and Shell Spots - Freight Cars		
Length of Single Flat or Shell Spot	Length of Two Adjoining Flat or Shell Spots Less Than 1 1/2" apart	Maximum Speed
Less than 2 1/4"	1 1/2" or less	Normal Speed
2 1/4' to 2 1/2"	Over 1 1/2" to 2"	50 MPH
2 1/2" or more	2" or more	10 MPH; before continuing movement report the defect to the train dispatcher and set out the defective equipment at the first available point.

Section 5 Train Inspections and Trackside Warning Detectors

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

1.6 Other Wheel Defect Inspections

When inspecting wheels for a wheel defect, look for broken flange, thin flange, broken rim, loose wheel, flat spots, wheels with metal build up, extra-long brake shoe keys, brake rigging hanging down or dragging equipment.

To determine if a wheel is loose, examine it for the following:

1. Excessive spacing between the wheel flange and the rail.
2. Heavy cuttings on the wheel flange.
3. Particles of metal on the inside of the wheel seat or axle.
4. A shiny area on the axle near the wheel.
5. Oil see page around the wheel seat and axle.

If no defect is found, perform an audible inspection by listening for sounds of a broken wheel, flat spots, or any other defect that may be present. Audible inspection will be performed by positioning yourself 10 cars ahead of the reported defect and roll the train by 20 cars listening for indications of a defect. If no axle number is given, an audible inspection of the entire train must be completed.

Set the car out if a sound is heard suggesting a broken wheel (thumping sound) or any other sound or visual indication that may indicate a defect

Section 5 Train Inspections and Trackside Warning Detectors

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

TRACKSIDE WARNING DETECTOR INSTRUCTIONS

2.0 Trackside Warning Detector

2.1 General

Trackside Warning Detectors operate for trains in either direction on the track in which they are installed.

Each detector type and location is listed in each sub division footnotes along with recall codes, where provided, and will indicate one or more of the following:

- a) **Dragging Equipment (DED):** Detect equipment dragging between or near the rails.
- b) **Hot Box (DED):** Detect overheated journals by measuring the temperature difference between the outside air and the heat radiated from the journal box. Hot Box alarms can also be caused by overheated traction motor suspension bearings and sticking brakes.
- c) **Hot Wheel (HWD):** Detects sticking or dragging brakes, and set hand brakes by measuring the temperature of the heat radiated from the wheel rim.
- d) **Temperature:** Measure outside temperature and reports it after the entire train passes the Trackside Warning Detectors. Temperature may be used in the application of Hot and Cold Weather Temperature Speed Restrictions.
- e) **Axle Count:** Counts axles in train and reports it after entire train passes the detector. Axle location for a defect may be included as part of a defect message.
- f) **High Car (HCD):** Detect shipments exceeding acceptable height dimensions. When the train is passing, a tone is transmitted with an announcement. The final results message specifies high equipment.

Note: Trains equipped with a steam locomotive(s) are exempt from trackside warning detector readouts unless supervising officer or train crew deems inspection to be necessary.

Note: When notified that a trackside warning detector is temporarily removed from service for maintenance, trackside warning instructions do not apply and train may proceed watching train closely, except Key trains will be governed by 2.7 No Defect Found - Key Train of this rule.

2.2 Approaching a Trackside Warning Detector

Avoid prolong use of train brakes where practicable, until entire train passes detector.

Ensure the train is on the correct radio channel and listen for a greeting message. Use verbal communication with crew members of message content.

Set the locomotive Distance Measuring Device (DMD) as soon as the train reaches the trackside warning detector location. Distance measurement helps identify defect location and identify when to expect the final results message.

2.3 Passing Over a Trackside Warning Detector

When an alert tone and "hot box" message is heard while passing over an equipment detector, reduce train speed preparing to stop promptly upon clearing the detector.

Observe the train for a defect and if the defect is visible, then stop the train immediately and inspect.

At a multiple type detector locations, when an alert tone and "dragging equipment" message is heard while passing over an equipment detector, stop the train immediately using good train handling practices.

At a dragging equipment only location, and alert tone is heard while passing over an equipment detector, stop the train immediately using good train handling practices.

Note: Avoid using the radio system until the final results message has been transmitted. This prevents talking over a tone or announcement.

2.4 After Passing a Trackside Warning Detector – Final Results

If the final results message reports "no defects", then proceed without an inspection.

If the final results message reports a defect, train must be promptly stopped, train dispatcher notified, and an inspection made for the defect reported.

Verbal communication between crew members of message content is required for any wayside detector message and radio acknowledgment of results will be transmitted using proper radio procedure.

All trackside warning detector final results message will be transmitted with priority given in the following order:

1. Hot boxes
2. Sticking brakes
3. Dragging equipment

Each defect message is given twice.

When an incomplete radio message, no radio message or trackside warning detector not working message is received, train will immediately reduce speed to 30 MPH and continue at that speed until an inspection is made by another detector or both sides of train are inspected by other employees.

Section 5 Train Inspections and Trackside Warning Detectors

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

Final Results - continued

After passing a trackside warning detector and an incomplete radio message, no radio message or detector not working message is received crew member will notify the train dispatcher. Train dispatcher will contact the Communication Center to look at the trackside warning detector for possible defects. If no defects are detected by Communication Center, train dispatcher will notify train to proceed at maximum allowable speed monitoring the train closely. If defects are detected by Communication Center they will notify the train dispatcher and train crew will be advised to stop train and perform a walking inspection of entire train.

When a high car detector is temporarily removed from service or, if final results message not received or reports system not working, entire train must be inspected for height restrictions before passing under height restricted areas.

2.5 Procedures for Locating Defects

- a) Inspect entire train when speed is 8 MPH or less passing an operating detector and final results message reports a defect.
- b) Location of the reported defect must be found by counting the actual axles from the front of the train. Ensure that cars and locomotives with other than four axles are not counted as having four axles.
- c) Perform a pull by inspection, unless defect reported is for dragging equipment. A stationary train walking inspection will be made, unless it is unsafe to walk back. If it is unsafe to walk back, then pull ahead not exceeding 10 MPH to inspect for defect. A train pulling over a facing point switch must not exceed 5 MPH.
- d) If defect is **found** at or near the indicated location, then inspect both sides of the train for 8 axles in each direction from the suspected defect.
- e) If a defect is **not found** at the indicated location, then inspect both sides of the train for 16 axles in each direction from the indicated location.
- f) If a defect is detected at a High Car Detector, in addition to checking the location specified, two cars (or two platforms) ahead and behind the reported location must also be inspected, even if defect is found at the reported location.

Note: During inspection process be governed by 2.0 Defect Inspection Procedures of this rule.

2.6 No Defect Found

If no defects are found after the inspection process, train may proceed at maximum authorized speed, watching train accordingly, except Key trains will be governed by 2.7 No Defect Found - Key Train of this rule.

Second Defect Within 75 miles

Whenever a car or engine is identified by an alarm for the defect "hot box" at the same axle location twice within 75 miles car or engine must be set out of train.

Exception: Business car CP 99 (Display car) is equipped with a low slung generator that when operating may trigger a false "Hot Box" alarm. Providing business car personnel perform a bearing temperature test and no excessive temperature is present, CP 99 is exempt from the requirement of setting it out of train.

Second Defect in Succession

When the same car or engine is identified by an alarm for a defect at a second trackside warning detector in succession, the car or engine must be set out of the train. Notation must be made on the Crew to Crew form and train list of car(s) showing the location of detector(s) that indicated car defect.

Note: The above does not apply to Amtrak trains. See Amtrak Equipment – Second Alarm procedure.

Amtrak Equipment – Second Alarm

When the same axle actuates a second wayside trackside warning detector, and no defect is found which may have caused the actuation, after the prescribed inspection, the following actions will be taken:

- a) The train will not exceed 30 MPH for the next five (5) miles.
- b) The train will be stopped at that point and all bearings on car which activated the detector(s) will be re-examined. Equipment ahead of and behind the suspected axle(s) need not be re-examined during this 5 mile inspection.
- c) If any apparent increase in bearing temperature is noted during the 5 Mile re-inspection, the car will be set out at the first available point.
- d) If no hot bearing is found during the 5 Mile inspection, the train dispatcher will be notified, and the train may proceed at normal speed to the next point where railroad mechanical personnel are available to inspect the car and authorize further movement or direct the car to be set out. If any station stops are made before the mechanical inspection point, the crew will inspect the car at such locations.
- e) When a train actuates a trackside warning detector before a crew change location, the relieving crew will be advised of the equipment that activates the detector so that they can inspect the car and follow the above procedure if the equipment actuates a subsequent detector en-route.

Section 5 Train Inspections and Trackside Warning Detectors

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

2.7 No Defect Found - Key Train

If no defects are found, key train will not exceed 30 MPH until it has passed over the next working trackside warning detector or is delivered to a terminal for a mechanical inspection. If the same car sets off the next trackside warning detector or is found to be defective, it must be set out from the train.

When a key train is informed that a track warning detector is out of service the key train will be restricted to 30 MPH from the out of service trackside warning detector to the next working track side warning detector.

2.8 Trackside Warning Detector - Alarm Reporting Exceeded

When a trackside warning detector exceeds 6 defects, the trackside warning detector will report too many alarms and then report a malfunction.

When this type of alarm is sounded, train must be promptly stopped and a stationary train inspection must be made at the reported axle locations and the rest of the entire train on both sides to the rear of the last reported axle location must be inspected.

Notation must be made on Crew to Crew form and train list of car(s) showing the location of detector(s) that indicated car defect.

2.9 Incorrect Axle Count

When a trackside warning detector axle count does not compare to the number axles known to be in train, be governed as follows:

- a) Advise dispatcher and perform a pull by inspection to determine missing or extra cars in train.
- b) During inspection process pay close attention to wheel conditions and anything that may be hanging below the car body, i.e., banding, air hoses, chains, lumber, plastic wrapping.
- c) Notify train dispatcher of results and arrange to verify train consist information.
- d) If the train is carrying an additional car or cars and any of these are hazardous, arrange for a radio waybill.
- e) Update position-in-train document for hazardous materials.
- f) Record the correct information on the appropriate form.
- g) Communicate the correct information to the next outbound crew or proper supervisor.

Note: The above does not apply to Amtrak trains.

2.10 Wheel Impact Load Detector (WILD)

Certain track side warning detectors and other stand-alone sites have been equipped with Wheel Impact Load Detectors (WILD) which measure excessive wheel impact on the rail. These locations are indicated under individual subdivision columns marked by (WILD).

Excessive wheel impact can occur because of flat spots or damaged wheels. Excessive wheel impact is automatically transmitted to the Network Management Center and then to the applicable train dispatcher.

The train dispatcher will inform the train crew of the maximum authorized speed that the train may travel with defective equipment and if required, set out instructions for equipment involved. If car is to be moved beyond a crew change point, the train dispatcher will inform the relief crew or yardmaster of the defective equipment and other instructions as necessary for the equipment. The conductor will show this information also on the crew to crew form in the section marked "Other information to subsequent crews" for relief crews en route while car is being handled.

2.11 Truck Performance Detector (TPD)

Certain track side warning detectors and other stand-alone sites have been equipped with Truck Performance TPD detectors which measure truck alignment performance on the rail. These locations are indicated under individual subdivision columns marked by (TPD).

Excessive truck alignment performance is automatically transmitted to the Network Management Center and then to the applicable train dispatcher.

The train dispatcher will inform the train crew of the maximum authorized speed that the train may travel with defective equipment and if required, set out instructions for equipment involved. If car is to be moved beyond a crew change point, the train dispatcher will inform the relief crew or yardmaster of the defective equipment and other instructions as necessary for the equipment. The conductor will show this information also on the crew to crew form in the section marked "Other information to subsequent crews" for relief crews en route while car is being handled.

Section 5 Train Inspections and Trackside Warning Detectors

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

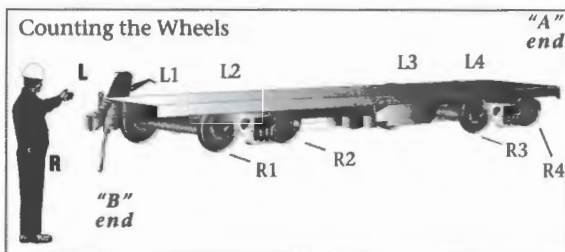
REPORTING AND SETTING OUT DEFECTIVE CARS

3.0 Reporting and Setting Out Defective Cars

3.1 Reporting of Wheel Defects

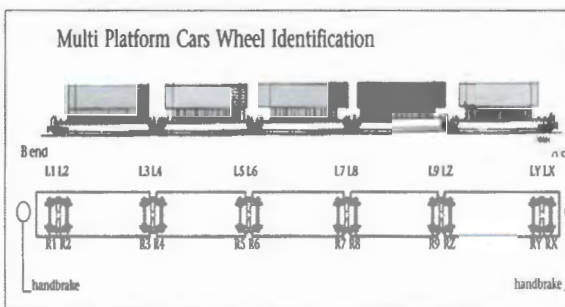
When car(s) are set out due to hot box(es) or hot wheel(s), report must include the wheel number. Wheel numbers are marked from hand brake end or car marked "B" end.

Diagram 7 shows how wheels are identified on standard equipment.



Axles on cars with multi-platforms will be numbered 1 to number 9, then additional axles will be shown using a descending alphabet starting with Z and working down the alphabet. Many multi-platform cars have stencils on the car to help identify the wheels properly.

Diagram 8 shows how wheels are identified on multiplatform equipment.



3.2 Setting Out Defective Cars

A defective car must be set out whenever it cannot be safely moved to the next repair location. Before cars are set out, a report of this fact must be made to the train dispatcher. When setting out defective cars the following will apply:

1. Set out mechanically defective cars where Mechanical Service employees can access them. On some tracks a sign will indicate "Set Bad Order Wheel Here" in this case the bad order will be set out with the bad wheel at the sign.
2. If the bearing is overheated, inspect the underside of the car.
3. Put out any fires before leaving the car.
4. When a derailed car with roller bearings is railed by other than Mechanical Service Employees, move it carefully to a set out point for inspection and maintenance.
5. Do not exceed 5 MPH while handling the defective car and watch it closely so that a prompt stop can be made if the car derails.

3.3 Train Dispatcher Notification

After any defect inspection notify the train dispatcher with the following information as it applies:

- Location of trackside warning detector, if applicable.
- Car initial and number.
- Wheel number and side
- Findings after inspection, including if nothing found.
- Location car set out, if applicable

3.4 Recording and Notification Inspection Results

Complete Form 1225 (Report of Detention to Trains) and Q-8065 (Crew to Crew Information Form).

Notify the appropriate personnel when cars are set out en-route to make sure the car or cars are not moved before inspection or repairs are made. If car(s) must be set out at a repair point before train may continue, crew member must inform the train dispatcher or yardmaster of that fact. Person receiving report will notify Mechanical Department with Bad Order report.

Section 6 Dimensional Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

DIMENSIONAL HANDLING INSTRUCTIONS

1.0 General

Wherever the term "train" appears herein, it also applies to engines and transfers. Wherever the term "protection notice" appears herein, it also applies to "blanket clearance."

1.1 Dimensional Shipment Standards

A dimensional shipment is one which exceeds the maximum standards of size, weight, and/or height of center of gravity as set out by AAR loading standards.

Cars which often exceed these maximum size standards are:

Length: Flat cars loaded with pipe, beams, and poles, etc.

Width: Flat cars loaded with large machinery, transformers, boilers, etc.

Height: Piggyback (T.O.F.C.) loads, high cube box cars, multi-level auto cars and double stacked container shipments, etc.

Weight: Maximum standard for weight on CP is 286,000 pounds gross weight per 4 axle car. The maximum standard does not apply to cars less than 42 feet.

Note: A protection notice or authority from Superintendent Operations - MOC must be obtained for the flowing cars:

- car (less than 42 feet exceeding 268,000 pounds.
- car (42 feet or longer exceeding 286,000 pounds.

Exception: No protection notice is necessary for movement of overloaded cars on CP trackage in line with tolerances as outlined in Special Instructions Rule 1.36 (Excessive Dimension Loads – Overload Policy).

Maximum standard for height of center of gravity on CP is a combined center of gravity of 98" above top of rail.

2.0 Protection Notices

A protection notice affords protection only upon Main Tracks, Sidings, Interchange Tracks, or other tracks specifically identified in the protection notice.

2.1 Format of Protection Notices

Format of the protection notice has been divided into 6 sections:

"Section 1": Lists all of the S2MR IDs and e-mail addresses which receive a copy. Specifies the file number, the classification, and indicates if the shipment is governed by Specific Restrictions.

"Section 2": Specifies the date the Protection Notice was issued. Specifies the characteristics of the shipment, including the car number(s), car marshaling, type of lading, shipper/origin, consignee/destination, full route and CP routing.

"Section 3": Specifies the measurements of the shipment: height, width, length, gross weight, center of gravity from the truck center and the combined center of gravity.

"Section 4": Specifies the subdivision name and the mileage points between which the protection notice applies on the subdivision. Specifies the Classification of the shipment based on the effective width, which is also shown on the train consist in a "Code 6 Instruction Message."

"Section 5": Specifies the "Specific Restrictions" that apply to a load at specific locations along its routing. They are listed by mileage in the sequence in which they will be encountered. Some examples are: reduce speed over bridges or passing specific obstructions; stop, examine and proceed with crew observing the movement; and special marshaling.

"Section 6": Specifies the "Code 6 Instruction message" and file number of the Protection Notice. The "Code 6 Instruction message" on the train consist must be exactly as shown in Section 6 of the Protection Notice.

2.2 Dimensional Traffic – Protection Notice Exceptions

All dimensional traffic, with the following exceptions, must be protected by a protection notice:

Piggyback flat cars loaded with truck trailers not exceeding 17 ft 6 ins ATR (Above Top of Rail) by 8 ft 6 ins wide. This traffic can be handled without restriction.

Fully enclosed (roof, sides and ends) multilevel traffic, not exceeding 19 ft 1in ATR (Above Top of Rail). This traffic can be handled without restriction between the locations shown below.

Between	Via
Bensenville to Sabula Jct	Pingree Grove
River Jct West and Kansas City	Marquette, Sabula Jct, Ottumwa.

* The above points in addition to those points listed below

Double stack container traffic, not exceeding 20 ft 4 ins ATR (Above Top of Rail), equivalent to two (2) 9 ft 6 ins high, by 8 ft 6 ins wide containers stacked (double stack cars identified on train consist as plate "H" or "I", either empty or loaded with containers single tier are considered non-dimensional).

Note: This item covers containers loaded double stacked in: CONVENTIONAL CARS EQUIPPED FOR DOUBLE STACK OPERATION AND MULTI-PLATFORM CARS.

Section 6 Dimensional Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

2.2 – Protection Notice Exceptions - continued Locations for Traffic as indicated above not requiring protection notice:

US West	
Between	Via
Portal and Glenwood	Minot . Valley City
Noyes and Glenwood	TR Falls, Detroit Lakes
Glenwood and River Jct West	Shoreham BNSF Joint track to St Paul, Winona
Soo Jct and Cardigan Jct	St Paul Sub
CP University and Withrow	Withrow Sub

US East	
Between	Via
River Jct West and Bensenville	LaCrosse, Portage, Grand Ave, (via Cut Off), Muskego Yard, Techny, UP joint track to Tower B17, Franklin Park).
Portage and Madison	M&P Sub
Rouses Point and CPF 480	Canadian Subdivision
CPC 24 and CPF 478	Canadian Connector
CPF 467 and Kenwood	Colonie Subdivision and Kenwood track 3/ West running track. Kenwood track 4/ East running track.
CPF 467 and Binghamton	Freight Subdivision.
Buffalo and Binghamton	CSXT trackage CP437 to CP7 – Belt Line Track # 1 CP Sycamore and CP I NS Buffalo Terminal trackage CP437 to Bison yard NS Southern Tier Line btw. Buffalo and Binghamton. Note: this traffic NOT authorized into Canada VIA Buffalo gateway.
Binghamton and Harrisburg	Sunbury Subdivision and NS Buffalo line btw. CP Kase and CP Rockville NS Pittsburgh line btw. CP Rockville and CP Harris
DuPont to Bethlehem	PR&MN Lehigh line btw CP DuPont and CP Lehigh NS Lehigh line btw CP Lehigh and Bethlehem
Harrisburg to Philadelphia* (CSXT facility Greenwich PA)	NS Harrisburg line btw. CP Harris and CP Falls CSXT Trenton line btw. CP Falls and CP Penrose then B&O "3" to Navy Yard, then B&O "3" crossover to track "2" to terminal.

Locations NOT identified in 2.2 will require a protection notice for movement of the described equipment.

2.3 Copy of Protection Notice

A copy of the Protection Notice must;

- accompany the movement from origin station to destination station,
- be attached to the shipments waybill (if a waybill is provided).

Crew members must comply with all applicable specific restrictions listed in their Protection Notice.

2.4 Information on Protection Notice

The following information will be provided immediately after the addresses on each Protection Notice.

Examples:

DL4011109 W-08 GENERAL RESTRICTIONS APPLY
or

RL4013099 W-05-07 GENERAL AND SPECIFIC RESTRICTIONS APPLY

a) File Number

- A file number commencing with "DL" indicates that General Restrictions apply. (e.g. DL4011109)
- A file number commencing with "RL" indicates General and Specific Restrictions apply. (e.g. RL4013099)

b) Classification

- W-08 indicates the classification of the shipment.
- W-05-07 indicates the smallest and largest classification when the classification varies throughout the shipments entire route.

c) Restrictions

- "General Restrictions Apply," indicates that subsection 4.0 applies.
- "General and Specific Restrictions Apply," indicates that SPECIFIC RESTRICTIONS of the protection notice also apply.

2.5 Diverting Dimensional Traffic from Limits under Section 4

The crew of a train or engine handling dimensional traffic is responsible to ensure a dimensional shipment is not diverted from the limits stated in section 4 of the Protection Notice. If necessary to move the shipment in an area outside of these limits, a revised protection notice must be obtained. In terminals where crews are not in possession of Protection Notices, the yardmaster is responsible to protect these limits.

Section 6 Dimensional Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

3.0 Classification

3.1 Classifying Dimensional Traffic

Dimensional traffic is classified according to width, based on shipment being loaded on a car less than 42 feet. This information will be included on the train consist in a "Code 6 Instruction Message"

Classification	Effective Width
W-00	10' 8" or less
W-01	10' 9" to 11' 0"
W-02	11' 1" to 11' 6"
W-03	11' 7" to 12' 0"
W-04	12' 1" to 12' 6"
W-05	12' 7" to 13' 0"
W-06	13' 1" to 13' 6"
W-07	13' 7" to 14' 0"
W-08	14' 1" to 14' 6"
W-09	14' 7" to 15' 0"
W-10	15' 1" and over

For overhanging shipments or shipments loaded on cars of 42 feet or longer, the "Effective Width" is reflected by a more restrictive classification.

Note: Classification W-00 refers to dimensional traffic that has an effective width of 10'8" or less. (e.g. shipment exceeds CP maximum weight or height standards but not maximum width standards).

4.0 General Restrictions

The following definitions apply in this subsection:

Restricted Meet: When the train handling the wide traffic is required to move past trains, equipment, or other permissible wide traffic, movements must be stopped and inspection made to ensure that adequate clearance exists before proceeding.

Note: A Restricted Meet is not required at locations where tracks diverge onto separate roadbeds.

Unrestricted Meet: Movements may meet or pass without restrictions.

The meet and pass instructions listed herein are calculated on standard track centers between adjacent tracks on the same roadbed. Standard track centers are 13 feet between main tracks and 14 feet between a main track and a track other than a main track. Some locations on CP have track centers that exceed these standards. At such locations where track centers between adjacent tracks on the same roadbed are known to exceed these standards, meet and pass instructions may be relaxed provided that a Restricted Meet takes place.

4.1 Specific Meet/Pass Instructions

Classification W-09 & W-10 :

- Owing to extreme width, shipment to be moved in DAYLIGHT ONLY, unless otherwise authorized by the Superintendent – Field Operations.
- Trains handling W-09 or W-10 traffic must approach all track units prepared to stop unless it is determined that adequate clearance exists.

Classification W-08 to W-10:

Adjacent Main Tracks (Multiple main track Territory)

- All adjacent main tracks to be kept clear of trains and equipment during movement.




Also: See item 4.3 for further restrictions applicable at SPECIFIC MILEAGES or SIDINGS where track centers are LESS than standard.

4.2 Meet/Pass Instruction Charts

These charts do not apply on the Northeast US East Region.

The Meet/Pass Instruction Charts shown below may be used to determine meet and pass restrictions. See Item 4.3 for exceptions.

How to use charts: In the vertical column on the left, find the classification of the dimensional shipment being handled. Follow this row until it intersects with the appropriate column showing the classification of the shipment being met or passed. Determine the color of the intersecting square and refer to explanation below. 00 columns include W-00 and non-dimensional.

	Unrestricted meet or pass
	Restricted meet or pass
	Must not meet or pass on an adjacent track except where track centers are known to be greater than 13 feet for Adjacent main track and 14 feet for adjacent (non-main track) At such locations a restricted meet must take place.

Section 6 Dimensional Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

4.2 Meet/Pass Instruction Charts - continued

Chart 1 is for Adjacent Main tracks -

	00	01	02	03	04	05	06	07	08	09	10
01											
02											
03											
04											
05											
06											
07											
08											
09											
10											

Chart 2 is for Adjacent Track (Other than Main track)

W	00	01	02	03	04	05	06	07	08	09	10
01											
02											
03											
04											
05											
06											
07											
08											
09											
10											

4.3 Specific Mileages or Sidings - Exceptions

Reduced meet and pass instructions apply at specific location(s) on the following subdivisions, refer to specific meet and pass charts as shown below:

US EAST	US WEST
Chicago Sub	Black Hills Sub
Davenport Sub	Huron Sub
Kansas City Sub	Pierre Sub
Laredo Sub	PRC Sub
Marquette Sub	

Unrestricted meet or pass.

Restricted meet or pass.

Must not meet or pass.

KANSAS CITY SUB

Chillicothe Siding (MP 422.40 – MP 422.60)

W	00	01	02	03	04	05	06	07	08	09	10
01											
02											
03											
04											
05											
06											
07											
08											
09											
10											

LAREDO SUB

Seymour Siding

W	00	01	02	03	04	05	06	07	08	09	10
01											
02											
03											
04											
05											
06											
07											
08											
09											
10											

DAVENPORT SUB

Camanche Siding – Le Claire Siding – Bettendorf Siding

W	00	01	02	03	04	05	06	07	08	09	10
01											
02											
03											
04											
05											
06											
07											
08											
09											
10											

Section 6 Dimensional Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

CHICAGO SUB

Entire Sub (ADJACENT MAIN TRACKS – Multiple Main track territory) and; (ADJACENT TRACK OTHER THAN MAIN TRACK - Sidings)

W	00	01	02	03	04	05	06	07	08	09	10
01											
02											
03											
04											
05											
06											
07											
08											
09											
10											

MARQUETTE SUB

Green Island Siding – Eckards Siding

W	00	01	02	03	04	05	06	07	08	09	10
01											
02											
03											
04											
05											
06											
07											
08											
09											
10											

HURON SUB

DeSmet Siding

W	00	01	02	03	04	05	06	07	08	09	10
01											
02											
03											
04											
05											
06											
07											
08											
09											
10											

PIERRE SUB

Pierre Siding

W	00	01	02	03	04	05	06	07	08	09	10
01											
02											
03											
04											
05											
06											
07											
08											
09											
10											

PRC SUB

Wall Siding

W	00	01	02	03	04	05	06	07	08	09	10
01											
02											
03											
04											
05											
06											
07											
08											
09											
10											

BLACK HILLS

Rapid City (MP 97.10 – MP 99.20)

W	00	01	02	03	04	05	06	07	08	09	10
01											
02											
03											
04											
05											
06											
07											
08											
09											
10											

Section 6 Dimensional Handling Instructions

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

5.0 Handling Procedures

5.1 Permission in Train

Before any dimensional traffic may be placed in a train, permission of the Chief of Train Dispatchers (COTD) must be secured.

Conductor must confirm with Operations Supervisor that authority has been granted for movement of a dimensional traffic before leaving their initial terminal or when picking up dimensional traffic enroute.

Note: Train Dispatcher or Operations Supervisor will be responsible for notifying adjoining Train Dispatcher or Operations Supervisor territories for that train movement.

Note: Permission will be withheld until appropriate NEXUS/MTP dimensional information has been updated.

When requesting permission from the Train Dispatcher or Operations Supervisor, the employee doing so must supply the following information:

- car initials and number,
- Classification (such as W-03, or W-03-07),
- Specific Restrictions, if any,
- Protection Notice file number,
- any other information that may be required.

5.2 Setting out Dimensional Traffic

Before setting out dimensional traffic (W-01 or greater), at locations where yardmasters cannot provide the necessary protection against other movement, the crew must obtain permission from the Train Dispatcher, Operations Supervisor or Yardmaster. Conductor will notify the Train Dispatcher or Operations Supervisor the car initial and number and location of dimensional shipment. The Train Dispatcher or Operations Supervisor will then issue a track bulletin to approaching train movements if car is set out on an adjacent track next to a main track or controlled siding advising the location of the dimensional shipment and any instructions pertaining to the protection of such shipment.

5.3 Protection of Moves

Where Yardmasters or other employees in charge of movements are on duty to instruct moves, the Train Dispatcher or Operations Supervisor will notify them of the presence of dimensional shipment in a train before that train enters the yard under their jurisdiction. The Yardmaster or other employee in charge of movements within these yards will be responsible to keep crews informed of the location of conflicting dimensional traffic within those yards, while on duty. Train Dispatcher or Operations Supervisor will provide for protection against main track movements as outlined in Item 5.3.

5.4 Operating Through Yards, Sidings, Interchange Track and Within Yard Limits

Crews must be especially watchful when operating through yards, sidings, interchange tracks and yard limits to ensure ample side clearance exists between dimensional traffic being handled and equipment on adjacent tracks.

Crews must also ensure ample side clearance exists between equipment being handled and dimensional traffic on adjacent tracks.

Where overhead or side clearance is doubtful, movement must be stopped and inspection made to ensure that adequate clearance exists before proceeding.

5.5 Marshaling of Dimensional Shipments

Unless otherwise indicated in the car marshaling instruction of the protection notice, dimensional shipments may be marshaled without restriction. However, to permit visual observation by the crews, the dimensional shipments requiring a physical examination in order to clear a specific location, shall be marshaled as close as possible to the lead locomotive.

On trains operating without a manned caboose, all dimensional traffic that would normally be marshaled to permit visual observation by the crew shall be marshaled as close as possible to, but not more than 2000 feet from the controlling unit.

Note: Train consist or protection notice will indicate dimensional shipments to which this item applies.

5.6 Movement Past Other Traffic Adjacent Track

When the dimensions of traffic does not permit unrestricted movement past other traffic on adjacent tracks and it is not practicable for the Train Dispatcher or Operations Supervisor to maintain blocking devices or to withhold operating authority, the Train Dispatcher or Operations Supervisor may use verbal instructions or issue a track bulletin to protect restricted meets against other main track movements.

5.7 Joint Trackage

Prior to a dimensional shipment being moved over joint trackage, permission must be obtained from the concerned railroad(s).

5.8 Switching

Dimensional shipments are not to be humped or kicked.

Section 7 Security Awareness

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

1.0 General Security

1.1 Reporting Security Concern

Train crews must immediately report to the Train Dispatcher/Operation Supervisor or CP Police any security concern, security incident, criminal activity (known or suspected), suspicious activities, suspicious persons on or near Company property, and any other near miss or possible security threats. They should also be alert for signs of theft or vandalism of critical safety devices.

Note: More information on CP's Security Plan and Programs can be found on Rail City.

CP Police Communication Center

1 – 800 – 716 – 9132

2.0 Security Alert Levels

2.1 Alert Levels

CP's security program has 4 Alert Levels which incorporates all actions from the preceding levels:

- Level 1 – Normal Day-to-Day Operations
- Level 2 – Heightened Security Awareness
- Level 3 – Credible Threat
- Level 4 – Confirmed Threat

If there is a reason to elevate CP's Security Alert Level, Train Dispatcher/Operation Supervisors will receive specific information on actions to be taken. Train crews will receive instructions by bulletin and/or from the Train Dispatcher/Operation Supervisor.

2.2 Alert Level 3

At Alert Level 3, Alert Trains will be identified, and the Train Dispatcher/Operation Supervisor notified of their status. The Train Dispatcher/Operation Supervisor must confirm the location of all Alert Trains in dark territory on a regular basis, at least every 60 minutes, and record this information.

ALERT TRAINS are trains carrying certain dangerous Goods / Hazardous Materials. The message "This is an Alert Train" will appear on the train consist in the header message area. Alternatively, you may be notified by the Train Dispatcher/Operation Supervisor while en-route that your train is an Alert Train.

2.3 Alert Level 3 Notification

At Alert Level 3, train crews must notify the Train Dispatcher/Operation Supervisor immediately of unusual or unexpected stops (e.g.: red signals, defect detectors, undesired brake emergencies, etc.), BEFORE they exit the locomotive for any reason, including to inspect the train. While occupied, locomotive cab doors should be kept locked.

3.0 Suspicious Objects

3.1 Suspicious or Dangerous Objects

Employees should be alert for any suspicious or dangerous objects on trains or CP property, including items which may be attached to or adjacent to tracks, switches, signals, or on the right-of-way.

These objects can come in many different forms and may appear ordinary. Examples of what to look for are:

- Unusual items, such as Improvised Explosive Devices (IED), on or attached to cars, especially placarded tank cars.
- Apparent signs of tampering, sabotage, contraband or other unusual or prohibited items
- Loaded cars with broken door seals and/or partially open doors
- Hidden or abandoned bags, boxes or parcels,
- Objects emitting an unusual sound, odor, mist, gas or vapor.

3.2 Remote Monitoring Equipment

Remote Monitoring Equipment (RME), such as GPS (Global Positioning System) devices are commonly being installed on highway trailers, railroad freight & tank cars and are not dangerous objects. Per AAR Standard S-2045, they are:

- Identified by a sticker, label or stencil:
 - At least 2" X 3"
 - In a highly visible bright yellow or orange with black lettering
 - Located within 12 inches of the sensor
 - With information describing the device indicating it's function and providing a phone number for information related to the device.
- Located in various locations on rail cars.

Identified in UMLER if the RME is permanently mounted.

3.3 Suspicious Object Is Found

If a suspicious object is found:

1.	Do not <u>attempt</u> to move or touch it.
2.	Stay clear of the area and keep others clear of the area.
3.	If the object is a possible explosive: <ul style="list-style-type: none">• do not use your radio or cellular phone unless you are at least 300 feet away from the object,• instruct all personnel to evacuate the area.
4.	Take note of any suspicious vehicles or people in the area
5.	Immediately notify the Train Dispatcher/Operation Supervisor, your supervisor, or CP Police.

Section 7 Security Awareness

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

3.4 Definitions:

Improvised Explosive Device (IED) – is a device fabricated in an improvised manner incorporating explosives or destructive, lethal, noxious, pyrotechnic, or incendiary chemicals in its design. This device generally includes a power supply, a switch or time, and a detonator or initiator.

Remote Monitoring Equipment (RME) applies to any device applied to a railcar or its lading that transmits a signal or records data that can be received by a remote receiver or retrieved at a later time by a carrier, shipper or other entity.

4.0 Persons on CP Property

Note: Employees should not approach or confront unknown persons on or near CP property or railway tracks if they appear threatening, upset, depressed, or intoxicated. Reasonable efforts should be made to keep them under observation from a safe distance until CP or local police can respond. Do not place yourself at risk. If you feel threatened back off and call the police.

4.1 Remain Alert

Remain alert for:

- Individuals illegally riding in locomotives and on trains.
- Strangers or visitors on CP property.

4.2 Visitors on Property

If it is safe, approach strangers or visitors on the property and determine if they have a business need to be there. Check credentials and photo ID for individuals, including those identifying themselves as working for any government agency such as the Federal Railroad Administration (FRA), the Transportation Security Administration (TSA) or the National Transportation Safety Board (NTSB).

4.3 Report Suspicious Persons

Immediately, report any suspicious or unauthorized people to the Train Dispatcher/Operation Supervisor, your Supervisor or CP Police who can arrange to have them escorted off the property. Be prepared to provide details such as descriptions of the individual and/ or vehicles.

5.0 Persons Riding Trains

5.1 Report to Train Dispatcher

The conductor or other employee in charge must immediately report to the Train Dispatcher/Operation Supervisor whenever there are other persons riding in locomotives or other non-passenger rail equipment, excluding assigned crew members and supervisors performing their duties.

5.2 Information to Report

This report should identify the individual(s) name and what authorization they have for accompanying the train or equipment, including:

- A company employee who is performing normal duties and has company ID
- A company employee who possesses a signed access pass and has company ID
- A non-employee who possesses a signed pass, a signed liability waiver form and a photo ID.

5.3 Unauthorized Persons

If there are unauthorized persons riding on the train, the train crew should:

1. Not proceed, OR stop at the next available location,
2. AND Notify the Train Dispatcher/Operation Supervisor or CP Police.

6.0 Employee Identification

Identification cards with employee's name and number are issued to all CP employees. These identification cards are non-transferable, and are the responsibility of each employee. If an employee's card is incorrect, irreparably damaged, lost or stolen, the employee must contact the Human Resources Service Center at 1-866-319-3900 (CAN) or 1-800-234-0013 (US) to arrange replacement. These contact numbers, or HR Self Service on Railcity, must also be used to ensure emergency contact information is up-to-date

When combined with a valid photo ID, this card confirms your employment with CP. The card must be signed and carried with you while on duty in the event you are asked to produce it by a company officer or while at a customer site. The employee identification cards do not replace location-specific access cards which must continue to be used as well.

7.0 Transportation Worker Identification Credentials (TWIC)

Employees requiring unescorted access to secure areas of US marine ports are required to obtain and have in their possession a Transportation Worker Identification Credential (TWIC) card. Failure to obtain a TWIC will render an employee ineligible for assignments where TWIC cards are legally necessary for access to secure areas in the port.

Section 7 Security Awareness

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

8.0 Disclosure of Sensitive Information

8.1 Conversations Off Job or Workplace

Be aware of personal conversations with others off the property concerning your job and workplace. Unusual interest in technical details should be reported to your supervisor or CP Police.

8.2 Request for Hazardous Material Information

The heightened need for increased public security and for terrorist threat countermeasure planning by emergency responders has resulted in an increase in requests for information about our railway operations. Much of the attention is focused on the transportation of hazardous materials.

Anyone receiving a request for hazardous materials information or other suspicious questions regarding rail operations or critical infrastructures should ascertain as much detail as possible about the individual making the request, the organization he or she represents, and the intended use of any material that we might supply. Forward all such requests to the Public Affairs Department for co-ordination of the appropriate response.

Exception: Requests from the Transportation Security Administration (TSA) or the Federal Railroad Administration for location and shipping information of hazardous materials shipments must be directed to the CP Police Communication Center at 1-800-716-9132 for handling.

NOTE: All CP employees are prohibited from providing any outside third party with information regarding hazardous materials movements, routing, volumes or storage.

9.0 Border Crossing

9.1 Crossing Border

All employees crossing the border must comply with all requirements and requests from both the U.S. Customs and Border Patrol and Customs and Immigration Canada officials.

While there are some basic immigration requirements for working across the border, such as photo ID and criminal background checks, each border crossing has additional requirements specific to their location.

Unless otherwise instructed, you must check in with border officials each time you cross, regardless of why or the duration.

It is illegal to cross the border with firearms, explosives, drugs, other banned substances or goods that may be subject to any form of import duty.

10.0 Securing Equipment

10.1 Securing Movable Equipment

Verify all movable equipment is properly secured against movement.

10.2 Locomotive Unattended

When leaving a locomotive unattended, Air Brake and Train Handling Manual Section 7 Item 4.2 must be complied with. Handbrake securement and removal of the reverser handle from the cab is critical for security. If required by local bulletin or time table instructions, cab doors should be locked. Windows should also be kept closed whenever the locomotive cab is not occupied.

10.3 Work Completed

Ensure all derails are in place and main track switches are locked when work is complete.

Section 8 Company Designated Clinics

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

COMPANY DESIGNATED CLINICS

Chief Medical Officer
Daniel M. Janiga, M.D.
1997 Sloan Place
St Paul, MN 55117

ILLINOIS

ADDISON

Concentra
501 S. Grace Street
Addison, IL 60101
(630) 543-4040
Fax (630) 543-1050
M-F 0700-2000

ELMWOOD PARK

Resurrection Center Immediate
Care
7230 W. North Ave
Elmwood Park, IL 60707
(708) 453-3000
Fax (708) 453-4660
M-Sat 0800-2000
Sun 0900-1700

CHICAGO (Walk-in Clinic)

Midway Clinic
4940 S. Cicero Avenue
Chicago, IL 60638
(773) 582-6800
Fax (773) 582-1380 M-F 0700-
1700 Sat 0800-1200

ELMHURST

Elmhurst Memorial Healthcare
200 Berteau Ave
Elmhurst, IL 60126
(331) 221-0570
Fax (630) 758-5045
M-F 0700-2000
Saturday 1000-1800

CHICAGO

MacNeal Clearing Clinic
6500 West 65th Street
Chicago, IL 60638
(708) 496-1515
Fax (708) 496-1788
M 0500 until Sat 1200

ILLINOIS - continued

SCHILLER PARK

Advance Occ Med Specialist
4200 N Mannheim Road
Schiller Park, IL 60176
(847) 801-5170
Fax (847) 801-5176
M-F 0700- 1900, Sat 0800-
1200

WOOD DALE

Elmhurst Memorial Healthcare
230 East Irving Park Road
Wood Dale, IL 60191
(630) 285-2010
Fax (630) 285-2011
M-F 0700-1700

INDIANA

ELK HART

US Healthworks
700 E Beardsley, Suite 100
Elkhart, IN 46514
(574) 206-8010
Fax (574) 266-9438
M-F 0700-1700

TERRE HAUTE

Center for Occ Health
4001 East Wabash Ave
Terre Haute, IN 47803-1647
(812) 238-7788
Fax (812) 478-4178
M-F 0800-1900

LAPORTE

Center for Occ Health at
LaPorte
900 I Street
LaPorte, IN 46350
(219) 324-1960
Fax (219) 324-1961
M-F 0800-1630

INDIANA – continued

SOUTH BEND

Center for Occupational Health
2301 North Bendix, Suite 500
South Bend, IN 46628
(574) 647-1675
Fax (574) 232-5595
M-F 0700-1700

IOWA

CLINTON

Medical Associates
915 13th Ave N
Clinton, IA 52732
(563) 243-2511
Fax: (563) 243-7288
Physicals: 0800-1030 & 1230-
1530
UDS/V&H 08:00-1630

DAVENPORT

Quad City Occupational Health
1820 W. 3rd Street
Davenport, IA 52803
(563) 322-2103
Fax: (563) 322-2117
M-F 0700-1700

DUBUQUE

Tri-State Occupational Health
1940 Elm Street
Dubuque, IA 52001
(563) 584-4600
Fax: (563) 582-7847
M-F 0800 – 1700
Last Appt. 1615

MASON CITY

Mercy Occupational Health
1501 - 4th Street SW
Mason City, IA 50401
(641) 428-5244
Fax: (641) 428-5765
M-F 0730 – 1630

Section 8 Company Designated Clinics

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

COMPANY DESIGNATED CLINICS

IOWA - continued

OTTUMWA

Ottumwa Regional
Occupational Health
1001 Pennsylvania Ave
Ottumwa, IA 52501
(641) 684-2466
Fax: (641) 684-2334
M-F 0800-1630

MINNESOTA

DULUTH

Duluth Clinic Occupational
Medicine
400 E. Third Street
Duluth, MN 55805
(218) 786-3392
Fax (218)-720-3415
M-F 0800-1700

FRIDLEY

Fridley Medical Center
480 Osbourne Rd
Fridley, MN 55432
(763) 785-4500
Fax (763) 785-8552
M-F 0800-1700

GLENWOOD

Glenwood Medical Center
417 South Franklin
Glenwood, MN 56334
(320) 634-5157
Fax (320) 634-2244
M-TH 0800-1900 F 0800-1700

MINNEAPOLIS

US Healthworks - Airport
7550 34th Ave. S.
Minneapolis, MN 55450
(612) 727-1167
Fax (612) 767-3525
M-F 0800-1700

NEW ULM

New Ulm Clinic
1324 5th Street N
New Ulm, MN 56073
507-217-5011
Fax: 507-217-5292
M-F 8:00-5:00

MINNESOTA - continued

OWATONNA

Owatonna Clinic – Mayo Health
2200 26th Street NW
Owatonna, MN 55060
(507) 451-0686
Fax (507) 446-5211 (Bev)
M-F 0800-1700

RED WING

Fairview Red Wing Occ
Health Dept
701 Fairview Blvd
Red Wing, MN 55066
(651) 267-5750
Fax (651) 267-5948
M-F 0800-1700 Urgent care
M-F 1700-2000 - Sat/Sun
0900-1200

ROBBINSDALE

US Healthworks - Robbinsdale
4080 W. Broadway, Suite 200
Robbinsdale, MN 55422
(763) 398-8888
Fax (763) 398-0670
M-F 0830-1630

ROCHESTER

Olmstead Medical
210 - 9th Street SE
Rochester, MN 55903
(507) 288-3443
Fax: (507) 292-7001
M-F 0730-1700

ROSEVILLE

Roseville Medical Center
1835 West County Road C
Roseville, MN 55113
(763) 785-4300
Fax (763) 785-7779
M-F 0730-1700

THIEF RIVER FALLS

Sanford Clinic
1720 Hwy 59 SE
Thief River Falls, MN 56701
(218) 681-4747
Fax (218) 683-2611
M-T-TH 0800-1630

MINNESOTA - continued

WINONA

Gunderson Lutheran OHS
Winona Sports Medicine/OHS
111 Riverfront
Winona, MN 55969
(800) 362-9567, ext. 56345
Fax (608) 775-6633
Tues , Thurs 0800-1400

MISSOURI

KANSAS CITY

Concentra Health
6401 Front Street
Kansas City, MO 64120
(816) 241-0603
Fax: (816) 241-6276
M-F 0730-1700

NEW YORK

BINGHAMTON

Untied Health Services
33 Mitchell Ave, RM 204
Binghamton, NY 13903
(607) 762-2333
Fax: (607) 762-2325
M-F 0730-1630

GLEN FALLS

Glen Falls Center for
Occupational Health
2 Broad Street Plaza
Glen Falls, NY 12801
(518) 926-2140
Fax: (518) 926-2151
M-Th 0630-1700, F 0630-1600

KENMORE

Healthworks WNY
2075 Sheridan Drive
Kenmore, NY 14223
(716) 447-6474
Fax: (716) 447-6433
M-Th 0800-1900, F 0800-1700
Sa 0800-1300

Section 8 Company Designated Clinics

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

COMPANY DESIGNATED CLINICS

NEW YORK – continued

PLATTSBURGH

Urgicare
79 Hammond Lane
Plattsburgh, NY 12901
(518) 563-5900
Fax (518) 563-5903
M-F 0800-1600 (no audio booth)

TROY

Capitol Health Care
2001 5th Ave, 2nd floor
Troy, NY 12180
(518) 274-9126
Fax: (518) 274-9487
M 0800-1800 Tu-F 0800-1700

WEST SENECA

Healthworks WNY
1900 Ridge Road
West Seneca, NY 14224
(716) 712-0670
Fax (716) 712-0674
M-F 0800-1700

WILTON

Medical Center at Wilton
135 North Road
Wilton, NY 12831
(518) 926-1900
Fax: (518) 926-1905
M-F 0730-1600

NORTH DAKOTA

ENDERLIN

Sanford Clinic
201 4th Avenue, Suite A
Enderlin, ND 58027
(701) 437-3320
Fax (701) 437-3323
M 0800-1200 1300-1600
T-F 0800-1200

FARGO

Sanford Clinic
3838 12th Avenue No.
Fargo, ND 58102
(701) 234-4700
Fax (701) 234-4757
M-TH 0730-1730 F 0730-1700

NORTH DAKOTA - continued

HARVEY

Central Dakota Family Physicians
922 Lincoln Avenue
Harvey, ND 58341
(701) 324-4856
Fax (701) 324-4858
M-F 0830-1615

MINOT

Trinity Medical Group
400 East Burdick Expressway
Minot, ND 58701
(701) 857-7840
Fax (701) 857-7967
M-F 0730-1700

VALLEY CITY

Sanford Clinic
520 Chautauqua Boulevard
Valley City, ND 58072
(701) 845-6140
Fax (701) 845-6152
M-F 0800-1700

PENNSYLVANIA

ALLENTOWN

Healthworks
1234 South Cedar Crest Blvd
Allentown, PA 18103
(610) 402-9285
Fax (610) 402-9293
M-F 0700-1900 Sa 08:00-1630

DUNMORE

Mid State Occ Health
1000 Meade St – Medical Plaza
Dunmore, PA 18512
(570) 209-7160
Fax: (570) 209-7164
M-F 0800-1700

SOUTH DAKOTA- continued

MITCHELL

Avera Queen of Peace
Occupational Health
525 N Foster
Mitchell, SD 57301
(605) 995-5701
Fax: (605) 995-5700
M-F 0800-1630

PIERRE

Avera Medical Associates
100 Mac Lane
Pierre, SD 57501
(605) 224-5901
Fax: (605) 945-5295
M-F 0800-1700
Last apt for drug screen is 1400.

PIERRE

(Hearing tests done here)
Audiology Associates
633 E Sioux Ave
Pierre, SD 57501
(605) 224-8848
Fax: (605) 224-7870

RAPID CITY

Rapid Care
408 Knollwood
Rapid City, SD 57701
(605) 341-6600
Fax: (605) 341-7899
M-F 0700-1900
Sat 0900-1600 Sun 11:00-1600

SIOUX FALLS

Sanford Occupational Health
900 E. 54th Street North
Sioux Falls, SD 57104
(605) 328-9300
Fax: (605) 328-9301
M-F 0700-1700 Walk ins Welcome

Section 8 Company Designated Clinics

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

COMPANY DESIGNATED CLINICS

WISCONSIN

FOND DU LAC

Integ Net
430 East Division St.
Fond du Lac, WI 54935
(920) 926-5666
Fax (920) 926-8763
M-F 0730-1630

LACROSSE

Gundersen Lutheran Medical
Center
1900 South Avenue
LaCrosse, WI 54601
(608) 775-6345
Fax (608) 775-6633
M-F 0730-1700

MADISON

Dean Medical Center
1313 Fish Hatchery Road
Madison, WI 53715
(608) 252-8003
Fax (608) 283-7120
M-F 0800-1700

WISCONSIN - continued

MARSHFIELD

Marshfield Clinic
1000 North Oak Avenue
Marshfield, WI 54449
(715) 389-4799
Fax (715) 389-4044
M-F 0800-1700

MILWAUKEE

Aurora Health Group
4111 West Mitchell
Milwaukee, WI 53215
(414) 385-8800
Fax (414) 385-8858
M-F 0730-1800

MILWAUKEE

Sensia Healthcare - West
11414 West Park Place -
Suite100
Milwaukee, WI 53224
414-389-0800
Fax (414) 359-9401
M-F 0800-1700

WISCONSIN - continued

MILWAUKEE

Sensia Healthcare - South
875 West Layton Ave
Milwaukee, WI 53221
(414) 489-3800
Fax (414) 489-3811
M-F 0800-1700

PLEASANT PRAIRIE

United Occupational Medicine
9555 76th Street
Pleasant Prairie, WI 53158
(262) 577-8150
Fax (262) 577-8160
M-F 0800-1630

PORTAGE

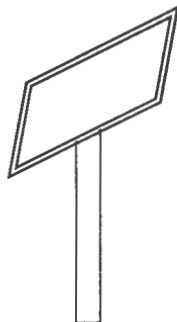
Divine Savior Medical Center
28 East Ridge Drive
Portage, WI 53901
(608) 745-6222

Fax (608) 742-0362
M, T TH 0800-1600

Section 9 General Information

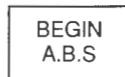
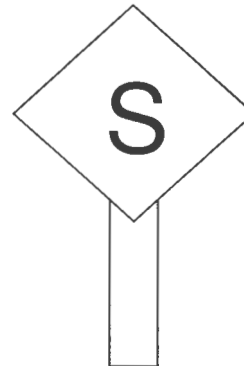
US East and US West Regions System Special Instruction NO 1 – July 9, 2012

ROADWAY SIGNS (Where applicable)

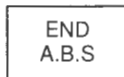


"STATION 1 MILE" SIGN

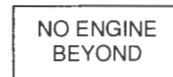
These signs are placed 1 mile from station sign at stations with no siding or one mile from the siding switch at stations where a siding is located.



Begin and End
A.B.S.



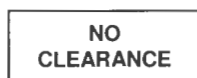
Begin and End
C.T.C.



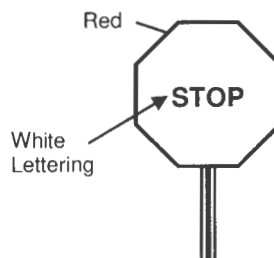
Sign located
where engines are
restricted beyond
that point



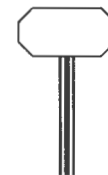
Derail
Rule 8.20



No
Clearance



Stop
Rules 6.16
and 6.18



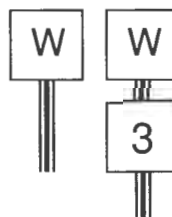
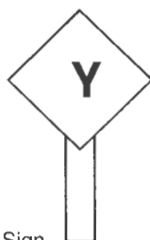
Flanger Sign



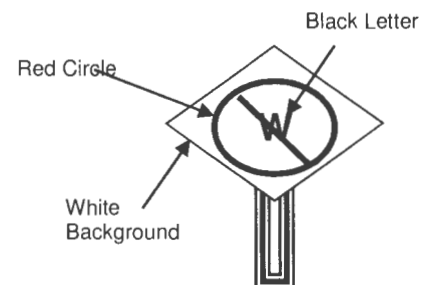
Snow Plow
Clearance Sign



Yard Limit Sign
Rule 6.13



Crossing Whistle Signs
Numeral when attached
denotes the number of
crossings less than
1,320 feet apart.

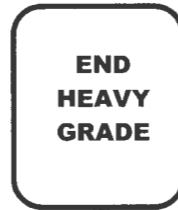


Prohibited Whistle Post
Numeral when attached
denotes the number of
crossings less than 1,320
feet apart

Section 9 General Information

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

ROADWAY SIGNS (Where applicable)



Comply with ABTHR Rules and instructions



Query Limits for Radio
Controlled Switch
placed 2 miles in
advance of MT RCS
Limits

Placed at Radio
Controlled Switch
Limits

Section 9 General Information

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

CALL BEFORE YOU DIG

All persons who are required to perform excavation or placing of items that are to enter the ground on or in the vicinity of the Canadian Pacific (CP) Right-of-Way are required to notify the CP Call Before You Dig (CBYD) and all area related Call Before You Dig (CBYD) centers. We have to be aware that underground facilities such as Fiber Optic cables, Signals & Communications cables, telephone, cable TV, gas, water, sewer and electrical service must be located to protect your personal safety and avoid service outages.

We all must report any suspicious citizens, contractors, and railroad employees in the process of excavating on our property, when in doubt shut down the contractors operation. All contractors working within 50 feet of CP tracks must have the proper CP authorization documents in hand (Real Estate utility license agreement or permit, Engineering form letter authorizing utility installation within public right-of-way, or Engineering Right-of-Entry agreement or Plain Language release form) "and have contacted CP Public Works to arrange for proper flagging services." All contractors and railroad employees are required to have the proper markings for underground locates.

To report suspicious excavation activities or emergency situations, contact the appropriate Train Dispatcher. The train dispatcher will notify the Communication Control Center (CCC). The CCC will dispatch an S&C employee immediately.

"Permit or flagging service inquiries can be directed to the Engineering Department at: 1-612-904-6008, 1-612-904-5994 or 1-612-851-5713.

CALL BEFORE YOU DIG NOTIFICATION CENTERS:

Canadian Pacific CBYD: 1-888-625-8702 (St. Paul and Chicago Service Areas)

- Signals and Communications (S&C) will locate all S&C underground facilities.
- S&C will also locate the Sprint Canada Fiber Optic

Facilities installed on the following subdivisions: Noyes, Detroit Lakes, Paynesville, MN&S Spur, Merriam Park, River, Tomah, Watertown, M&P and C&M.

Gopher State One Call : 811 or 1-800-252-1166 (states Minnesota, Wisconsin, North Dakota, South Dakota, Iowa & Illinois)

- Third parties will locate all third party underground facilities on or in the vicinity of the CP Right-of- Way in the Minnesota, Wisconsin, North Dakota, South Dakota, and Illinois. (Includes Chicago, Milwaukee, Minneapolis and St. Paul)

Section 9 General Information

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

JOB BRIEFINGS

SAFETY – QUALITY – PRODUCTIVITY

Are the result of well-planned and conducted job briefings. Prior to performing any task requiring the coordination of two (2) or more employees, those employees involved must hold a "job briefing" to insure all have a clear understanding of the task to be performed and their individual responsibility and must discuss the following:

1. The specific job(s) to be done or move(s) to be made.
2. The responsibility of each employee.
3. Any additional instructions due to an unusual situation.
4. Any specific safety reminder due to a hazardous condition or unusual practice.

If necessary, an additional briefing should be held as the work progresses or the situation changes.

JOB BRIEFING GUIDELINES:

STEP 1: PLAN THE JOB BRIEFING

- A. Develop your own work plan by:
1. Reviewing work or task to be accomplished.
 2. Checking the job location and work area.
 3. Breaking the work or task down into step-by-step procedure.
 4. Determining tool, equipment and material requirements.
 5. Determining what safety rules or procedures are applicable.
- B. Consider existing and potential hazards that might be involved as a result of:
1. Job and weather conditions.
 2. The nature of the work to be done.
 3. The job location.
 4. The tools, equipment and materials used.
 5. Equipment to be worked on.
 6. Traffic conditions and visibility.
 7. Time of day.
 8. Safety or personal protective equipment required.
- C. Consider how work assignments will be made
1. Group assignments.
 2. Individual assignments.
 3. Abilities and experiences of individuals.

STEP 2: CONDUCT THE JOB BRIEFING

- A. Explain work or task to employees
1. What is to be done
 2. Why it is to be done
 3. When it is to be done
 4. Where it is to be done
 5. How it is to be done
 6. Who is to do it
 7. What safety precautions are necessary.
- B. Discuss existing or potential hazards and ways to eliminate or protect against them.
- C. Make definite work assignments.
1. Make sure employees understand assignment.
 2. Ask questions of the "how" and "why" type.
- D. If special tools, materials, equipment, or methods are to be used, make sure employees know how to proceed safely.
- E. Issue all instructions clearly and concisely; check to see that they are understood.

STEP 3: JOB BRIEF FOR SPECIAL CONDITIONS

- A. Complex jobs
1. Brief only a portion of job.
 2. Give additional briefing as the job progresses.
- B. Change in job conditions – when it becomes necessary to change plans and procedures as the job progresses, brief employees on these changes. (As an example: the weather condition changes)

STEP 4: FOLLOW UP BY SUPERVISOR

It is important that frequent checks be made as the job progresses to be sure that:

- A. Your plans are being followed and correct work methods used.
- B. Each person is carrying out the assigned responsibilities.
- C. Any hidden hazards have been identified and action initiated to eliminate or what precautions are required.

STEP 5: INDIVIDUAL RESPONSIBILITY

All employees are responsible to see that the work plan is carried out according to the job briefing or modified when conditions change.

**JOB BRIEFINGS CREATE A
SAFE WORK PLACE**

Section 9 General Information

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

AMTRAK SCHEDULES – SOO

WESTWARD ↓	341 Daily	339 Daily	337 Daily	7 Daily	335 Daily	333 Daily	331 Daily	329 Daily Except Sun	STATION	330 Daily Except Sun	332 Daily	334 Daily	336 Daily	8 Daily	338 Daily	340 Daily	342 Daily	↑ EASTWARD
	2005	1708	1515	1415	1305	1020	0825	0600	CHICAGO	0757	0929	1219	1429	1555	1629	1914	2104	
	2027	1732	1537	1439	1327	1042	0847	0622	GLENVIEW	0725	0901	1201	1401		1601	1846	2036	
									RONDOUT									
	2105	1814	1615		1405	1120	0925	0700	STURTEVANT	0643	0823	1123	1323		1523	1808	1958	
	2119	1828	1629		1419	1134	0939	0714	MILWAUKEE AIRPORT	0626	0810	1110	1310		1510	1755	1945	
	2134	1845	1644	1555	1434	1149	0954	0729	MILWAUKEE	0615	0800	1100	1300	1350A	1500	1500	1935	
				1705					COLUMBUS					1257				
				1734					PORTAGE					1227				
				1752					WISCONSIN DELLS					1209				
				1830					TOMAH					1128				
				1914					LACROSSE					1047				
				1950					WINONA					1011				
				2052					RED WING					0854				
				2222					MERRIAM PARK					0754				

Section 9 General Information

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

AMTRAK SCHEDULES - NEUS

NORTHWARD ↓	291 Sat-Thur	293 Friday	69 Daily	STATIONS	68 Daily	290 Mon-Fri	292 Sat	296 Sun	↑ SOUTHWARD
	D1825	D2050	D1130	CPF 485	A1632	A1021	A1321	S1926	
	S1850	S2115	S1157	SARATOGA SP	S1548	S0937	S1236	S1847	
	S1910	S2135	S1219	FORT EDWARD	S1525	S0916	S1215	S1825	
	A1953	A2218	-----	CPC77	-----	D0855	D1154	D1758	
			S1244	WHITEHALL	S1500				
			S1317	FT TICONDEROGA	S1428				
			S1339	PORT HENRY	S1404				
			S1408	WESTPORT	S1340				
			SE1448	PORT KENT	SE1258				
			S1512	PLATTSBURGH	S1235				
			A1558	ROUSES POINT	D1205				

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

US East and US West Regions System Special Instruction NO 1 – July 9, 2012

Blank lined paper for writing.

TRACK DIAGRAMS

LEGEND

CTC (including controlled sidings)

ABS

TWC

Yard Limits

Interlocking

Other Track

307-1

Electric Lock

15700'

Distance in feet

Absolute Signal

H

Hot Box Detector

000

Radio Tower & Call In

LORETTO

Station Name

How to read these track diagrams

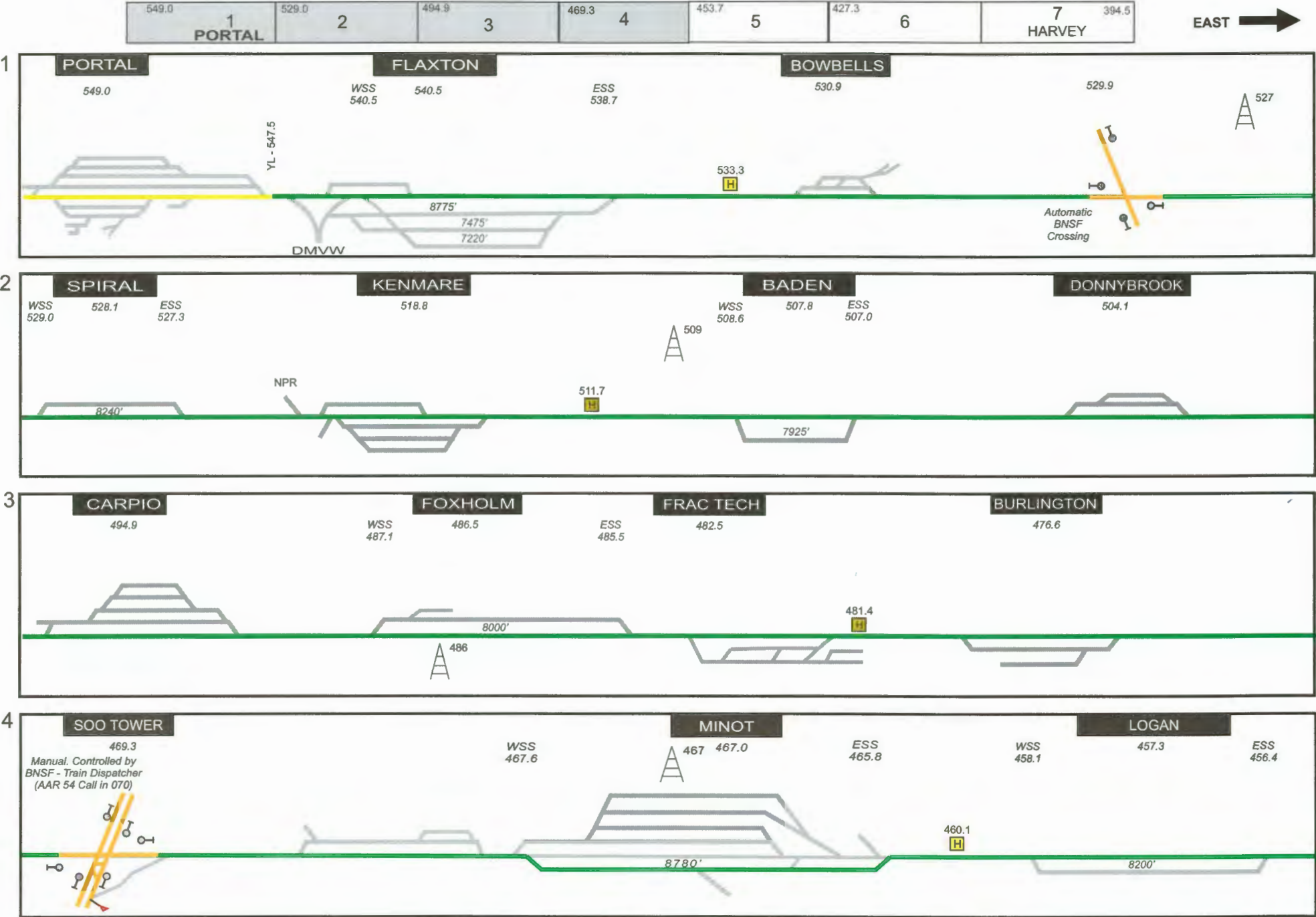
The top portion of each sheet gives a general representation of the entire subdivision. The shaded area indicates current page.



These charts must be read from top to bottom, left to right. For instance, this subdivision is split into 9 sections. An eastward train would travel in box 1 from left to right, then box 2, etc...

It must be noted that these diagrams do not supersede current rules and special instructions. They are provided exclusively as a tool aid and operating bulletins will not be issued when changes occur to these diagrams. Note, they are not to scale, and may contain inaccuracies or omissions.

PORTAL SUBDIVISION

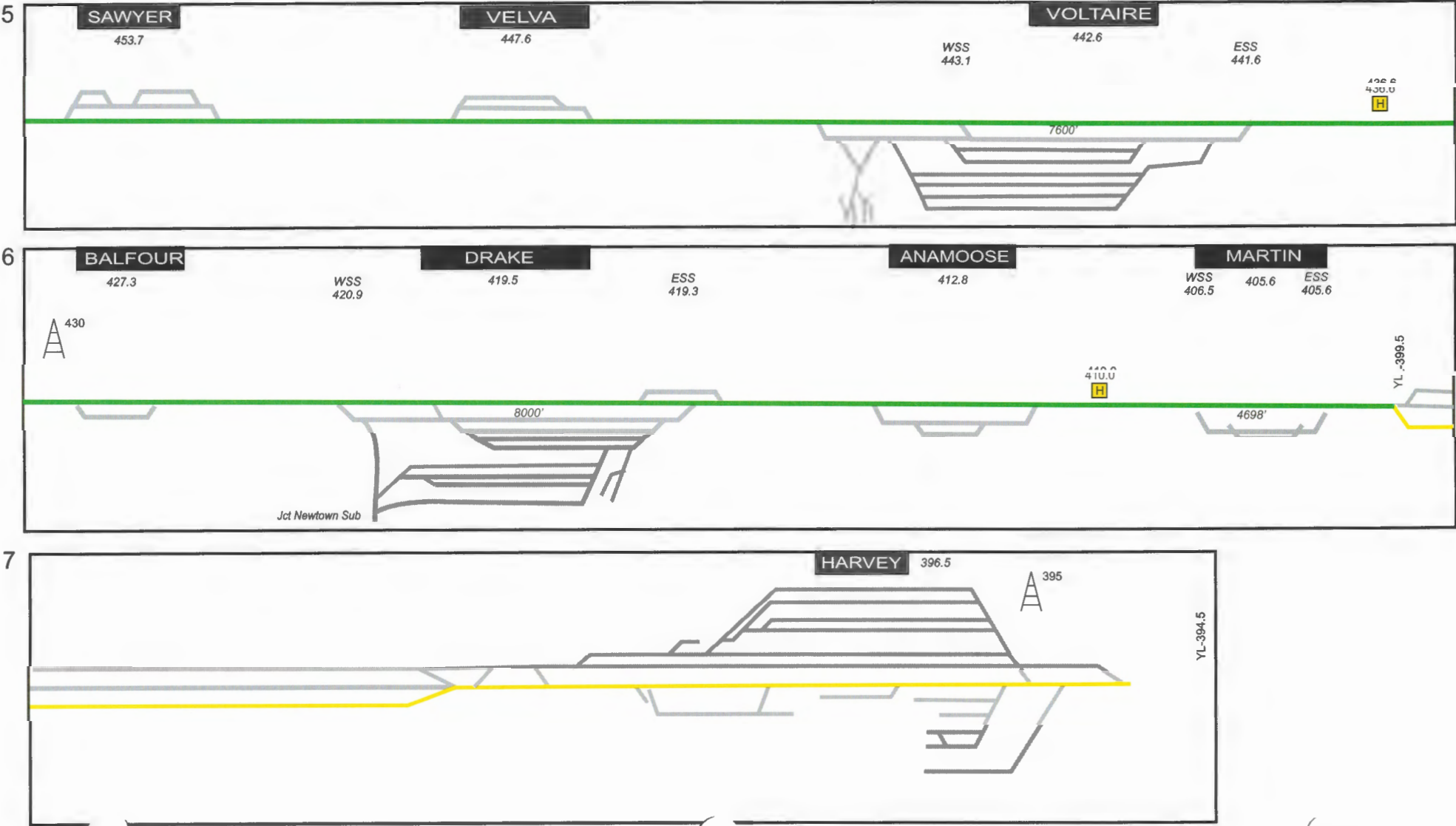


Section 10 - Track Diagrams

PORTAL SUBDIVISION

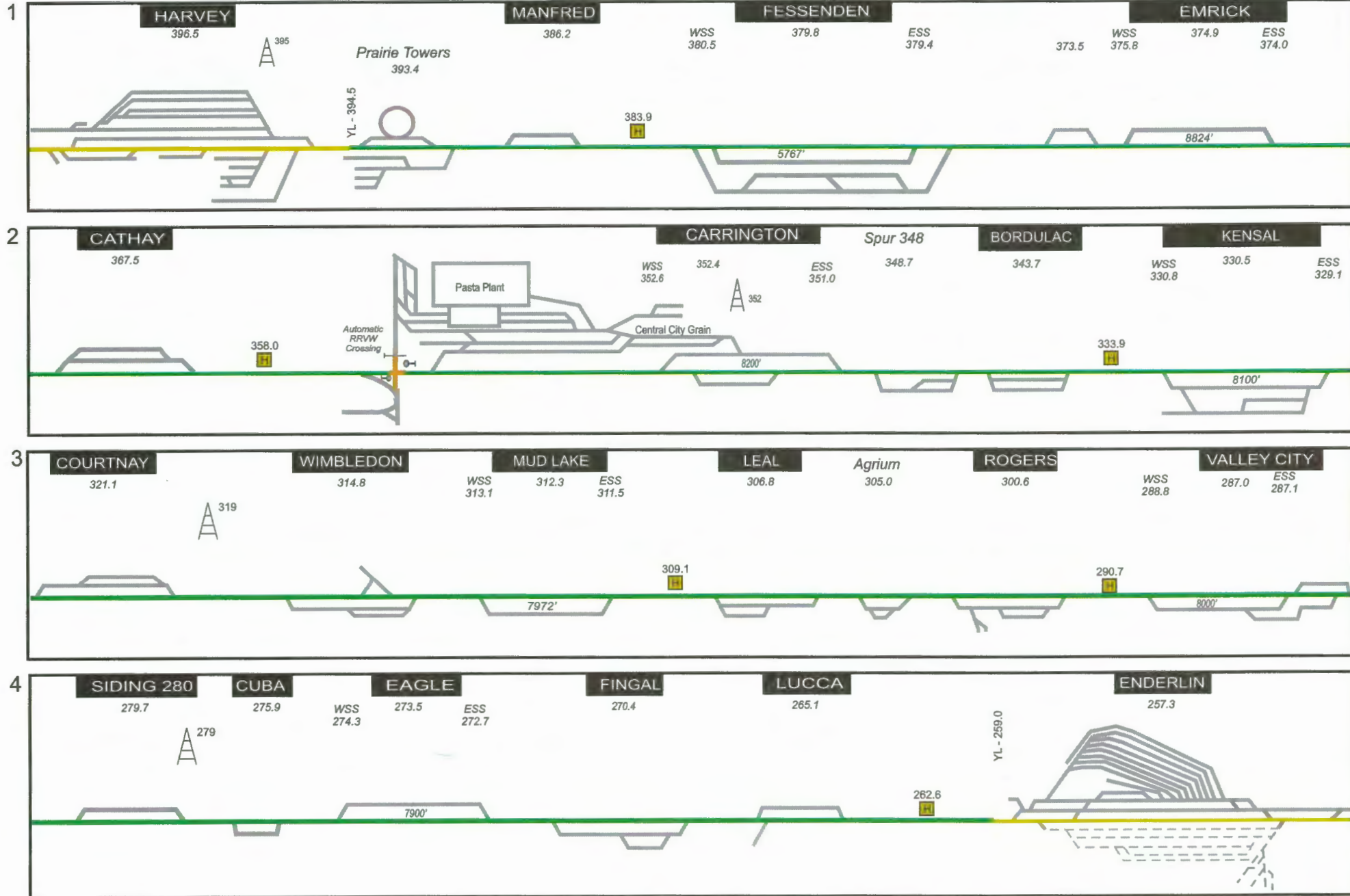


EAST →



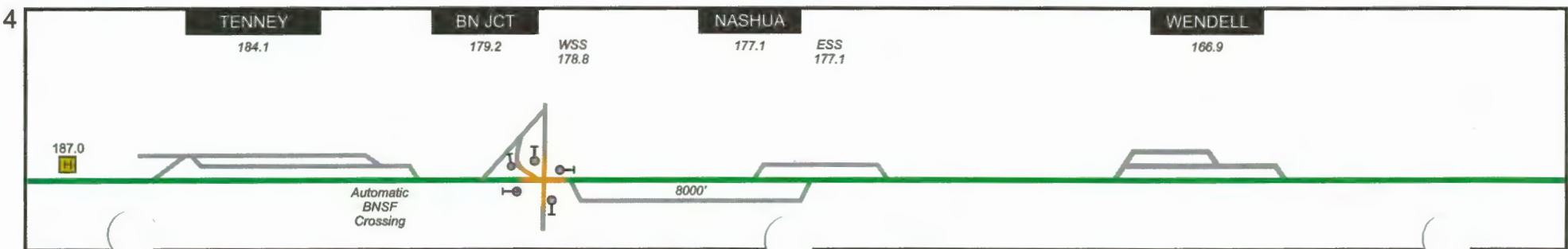
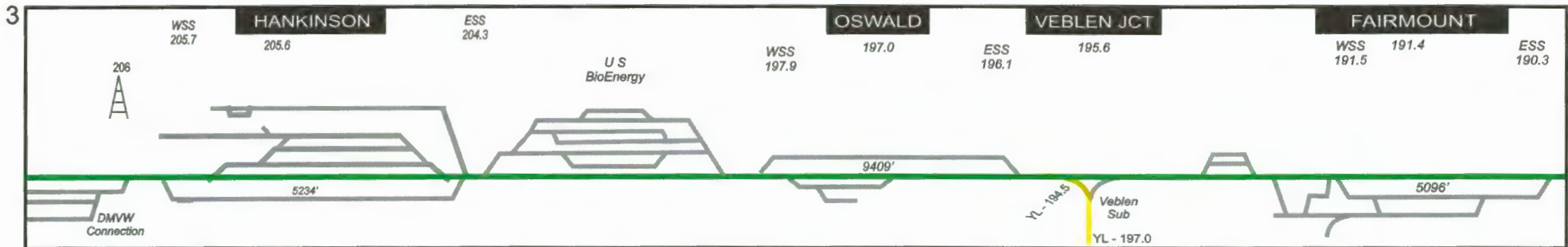
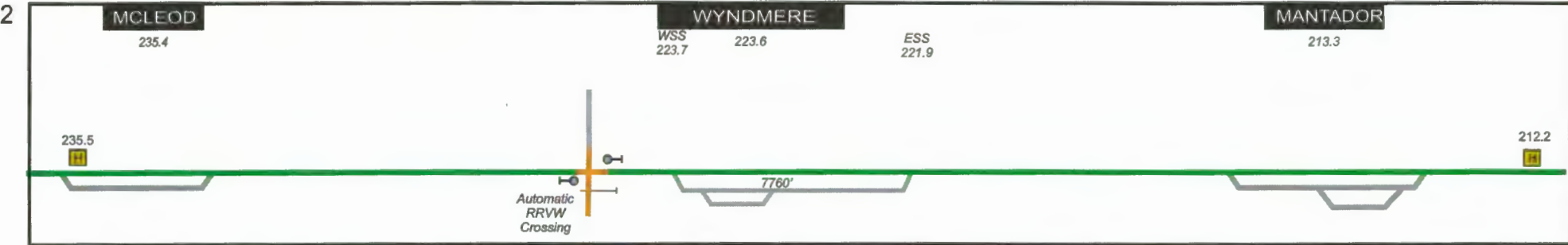
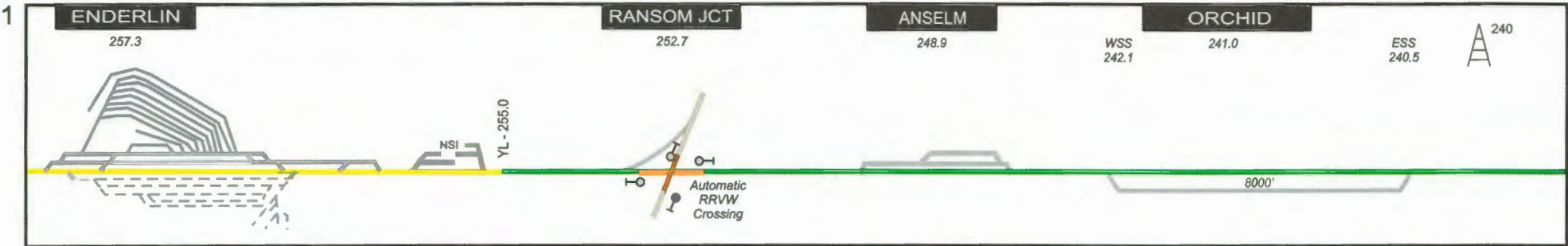
CARRINGTON SUBDIVISION

EAST →

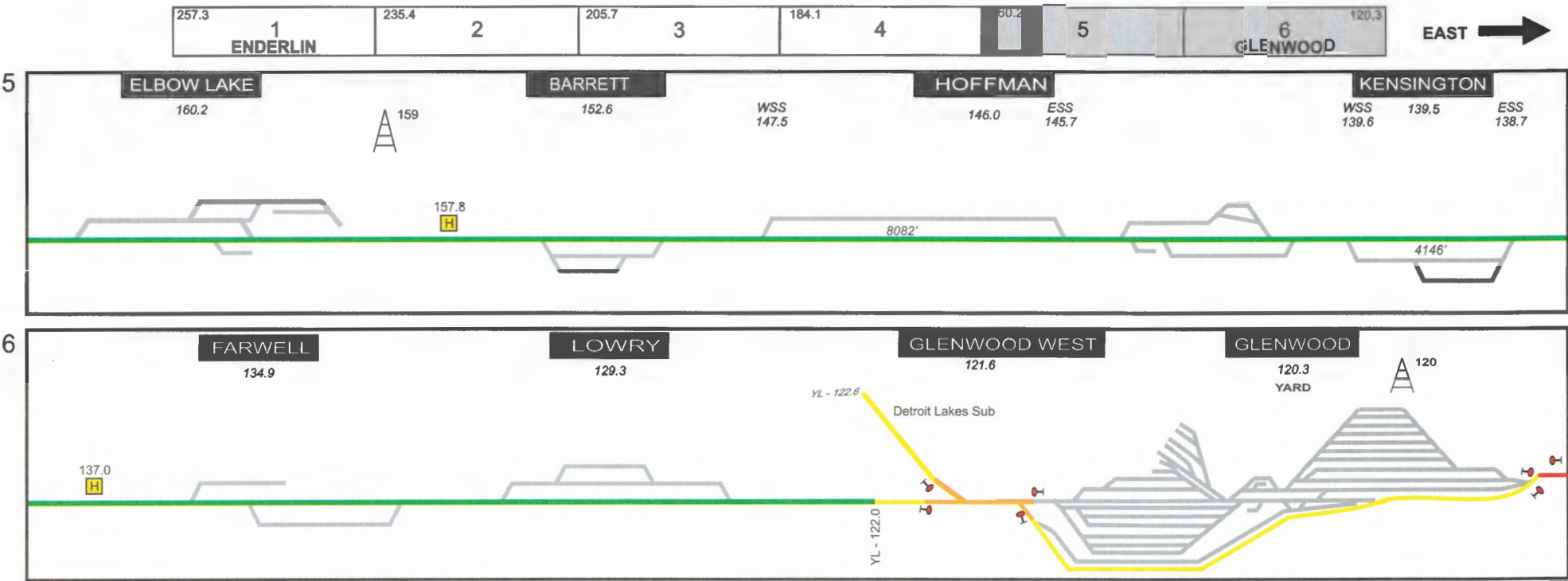


Section 10 - Track Diagrams

ELBOW LAKE SUBDIVISION

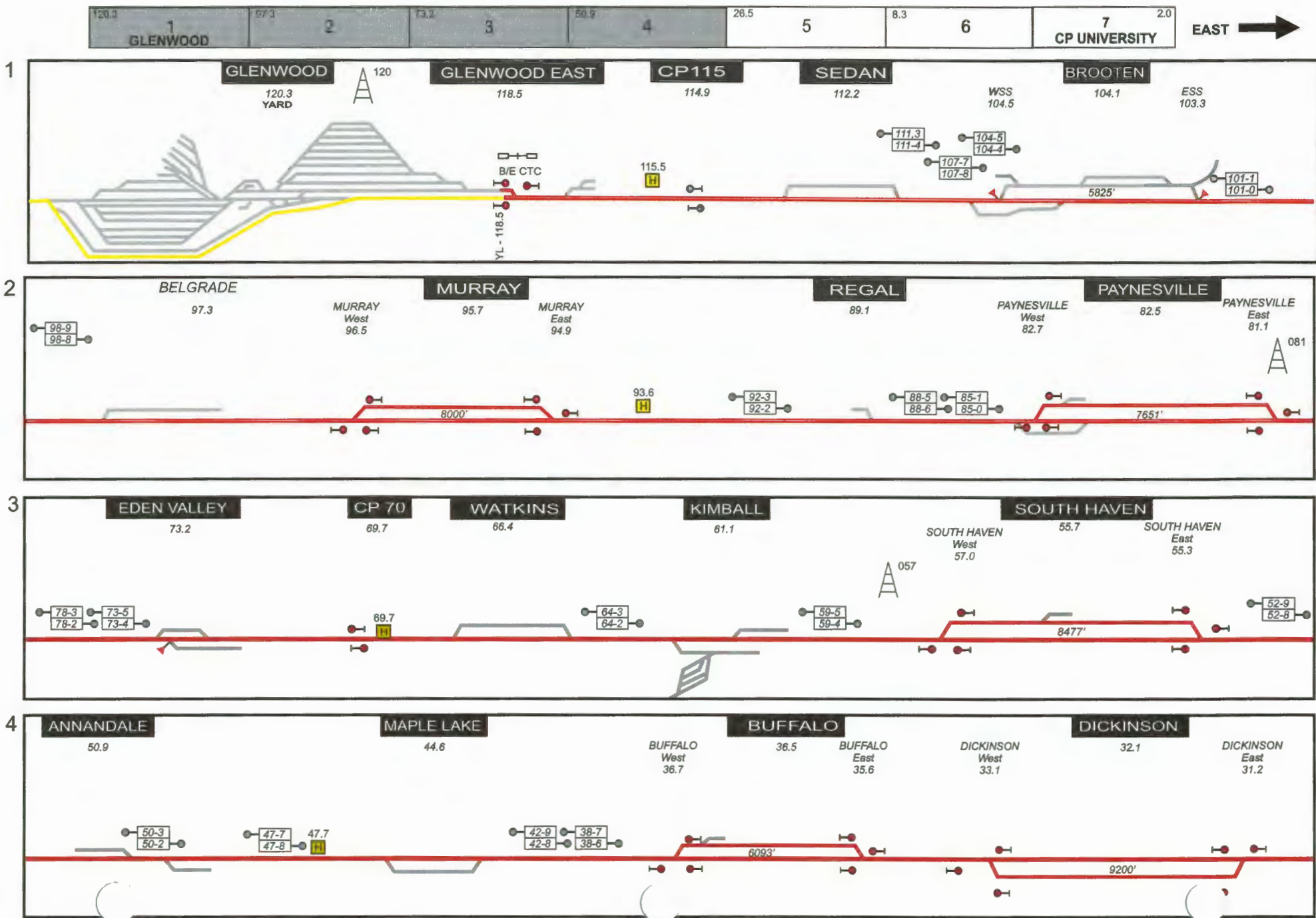


ELBOW LAKE SUBDIVISION



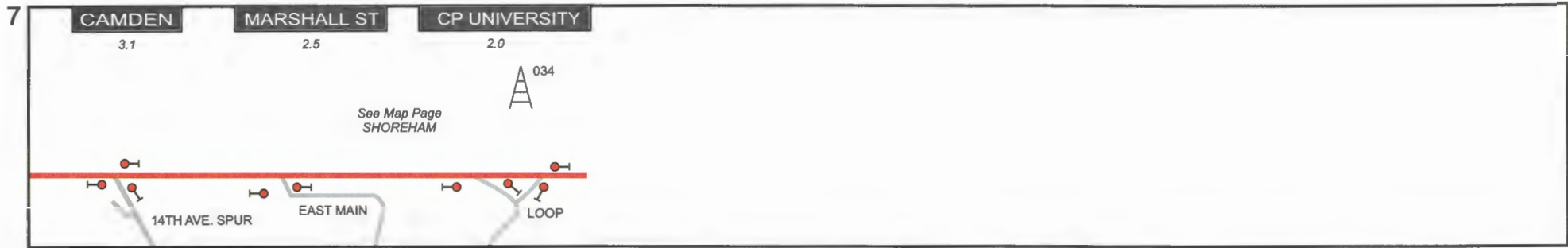
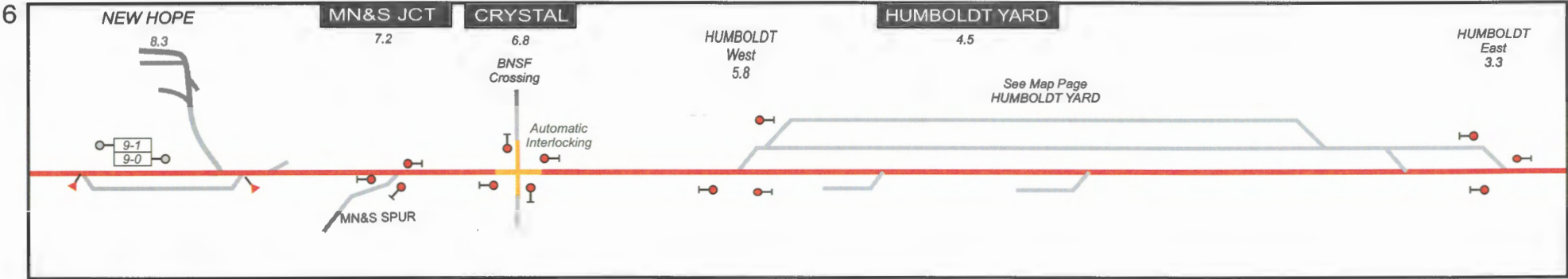
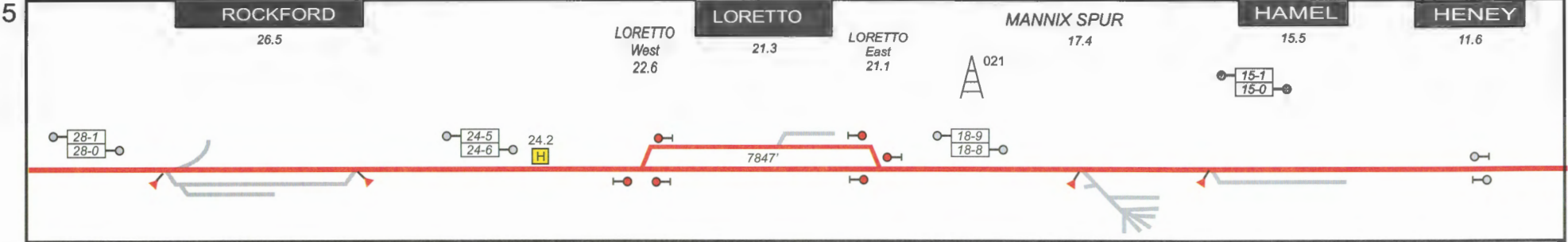
Section 10 - Track Diagrams

PAYNESVILLE SUBDIVISION



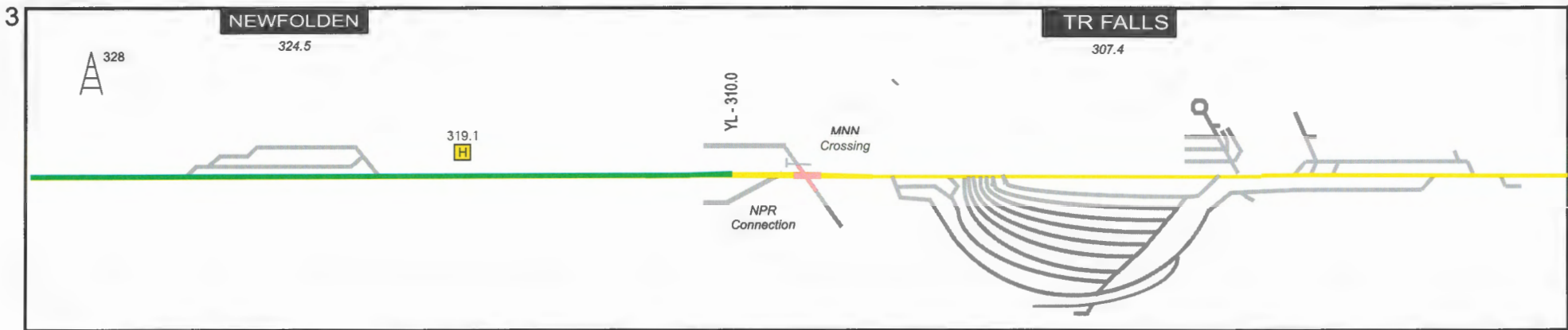
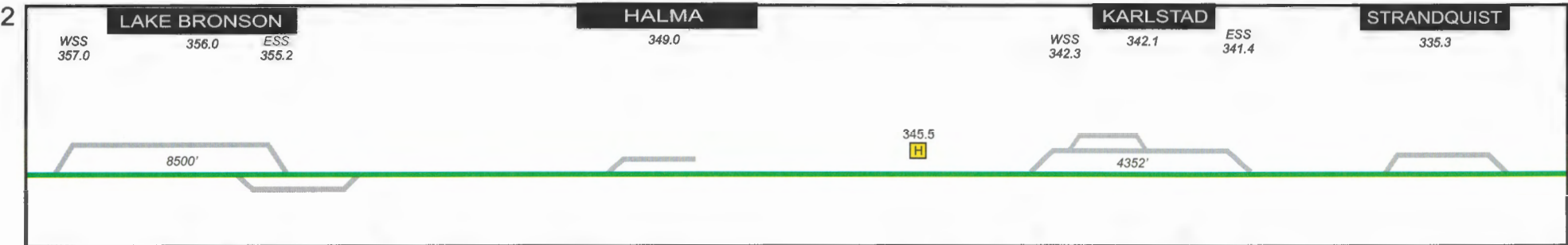
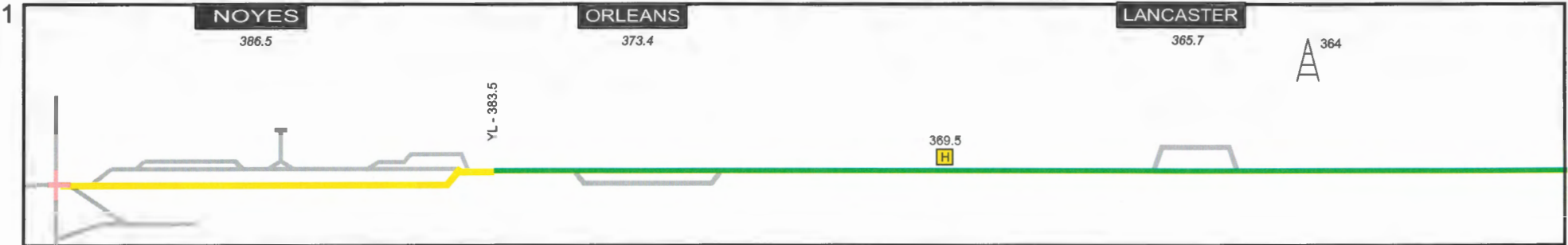
MAP - 7

PAYNESVILLE SUBDIVISION



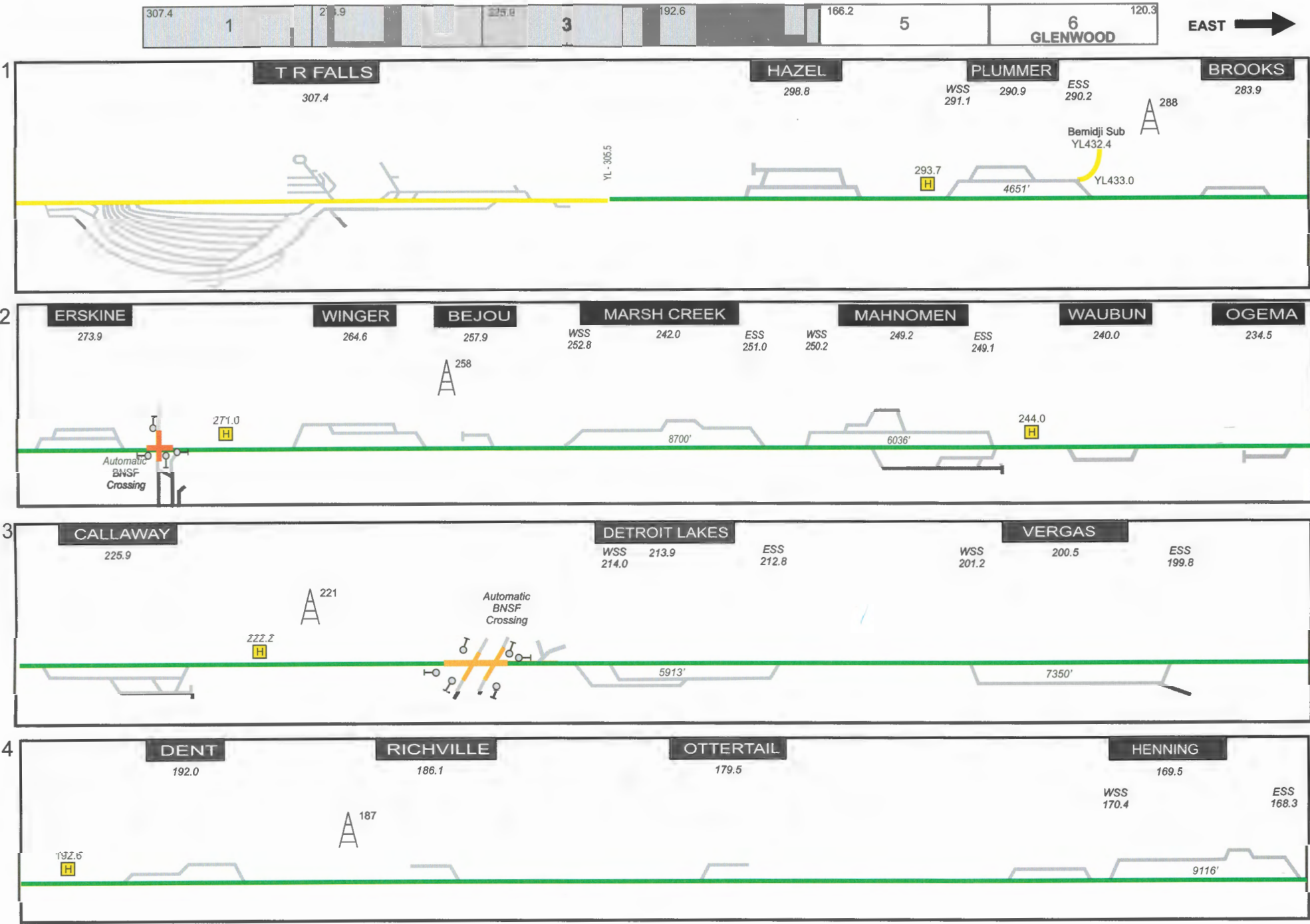
Section 10 - Track Diagrams

NOYES SUBDIVISION

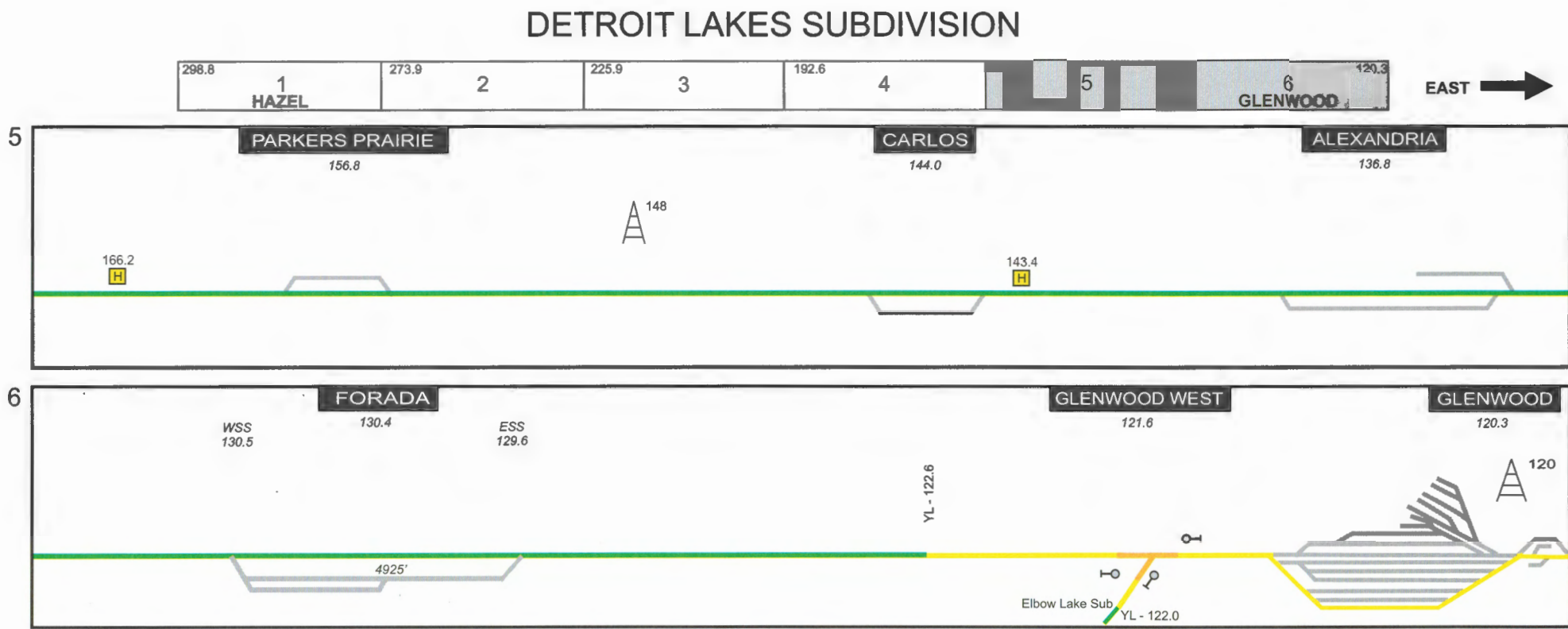


Section 10 - Track Diagrams

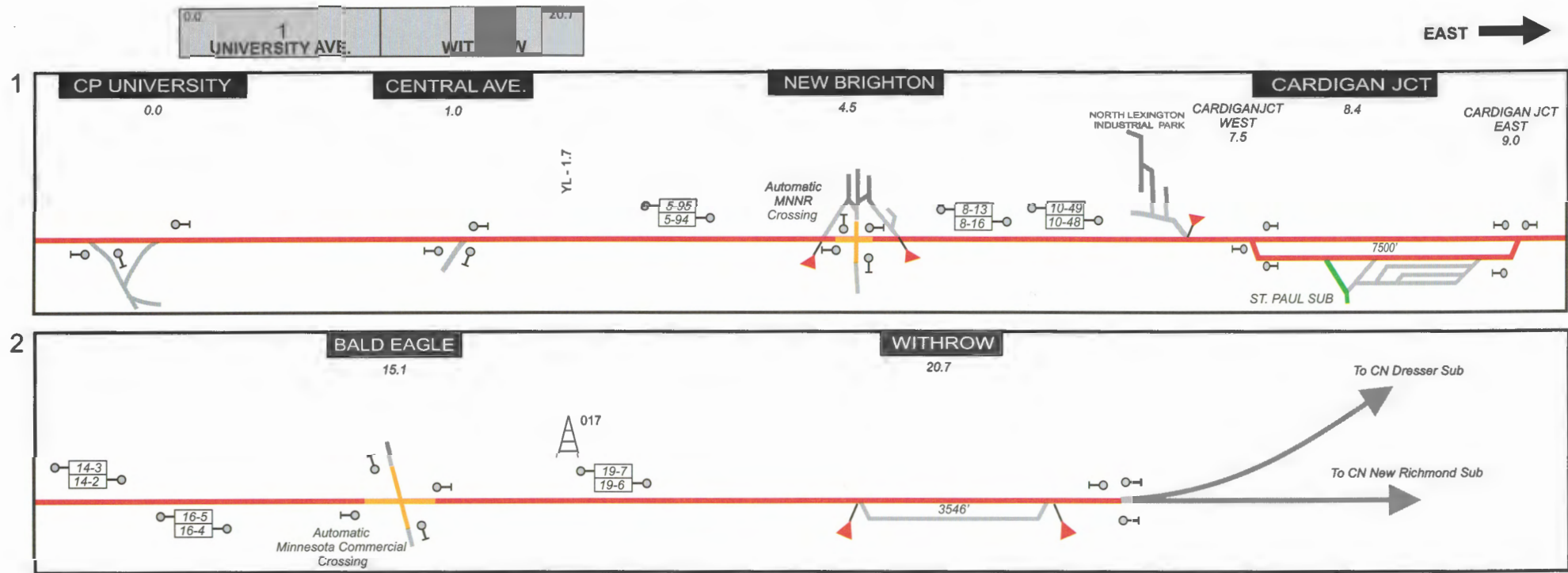
DETROIT LAKES SUBDIVISION



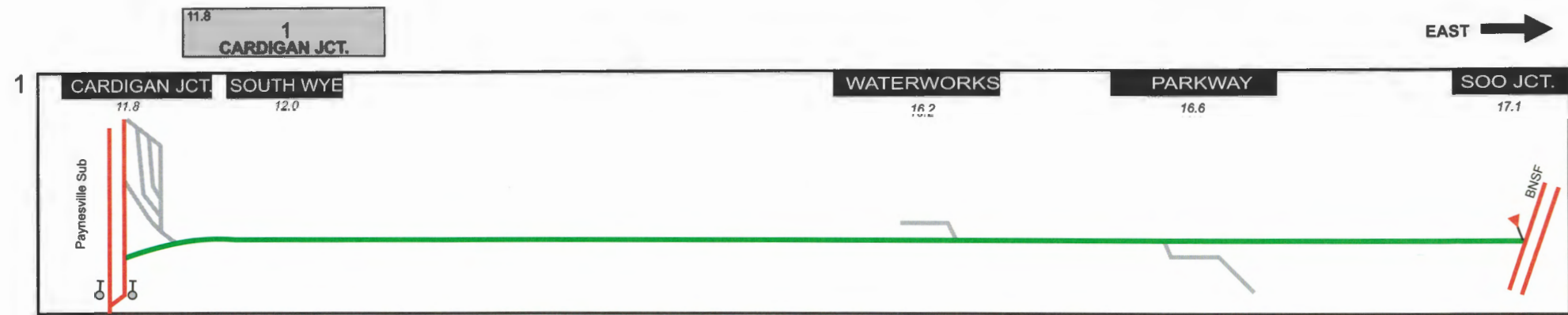
Section 10 - Track Diagrams



WITHROW SUBDIVISION



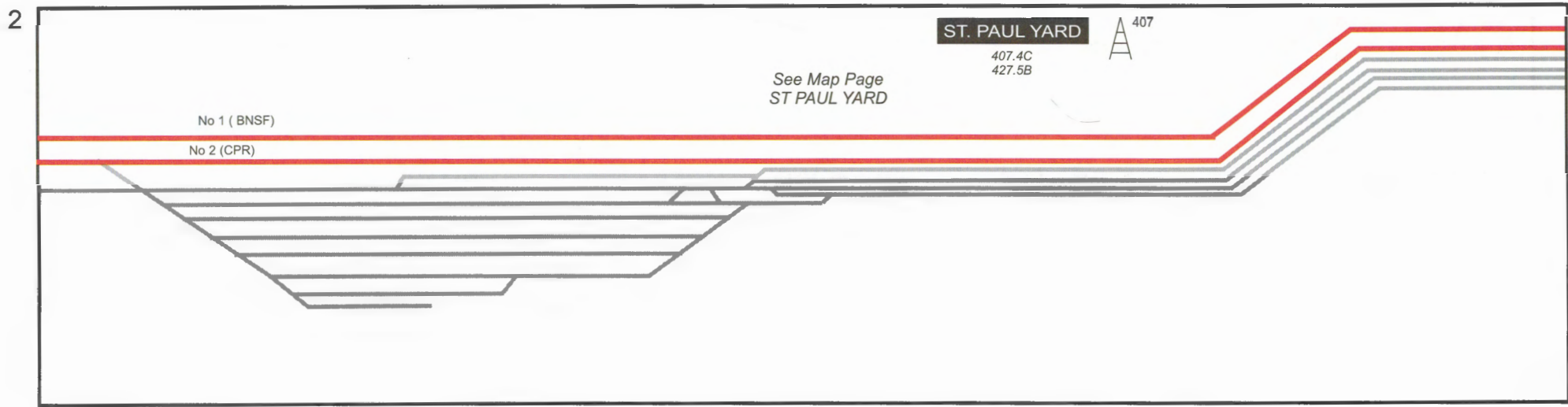
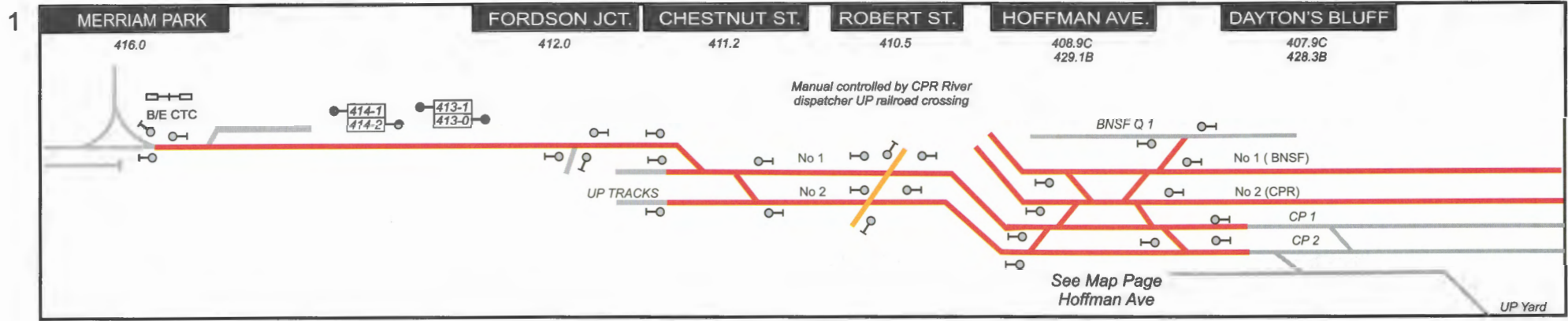
ST. PAUL SUBDIVISION



MERRIAM PARK SUBDIVISION



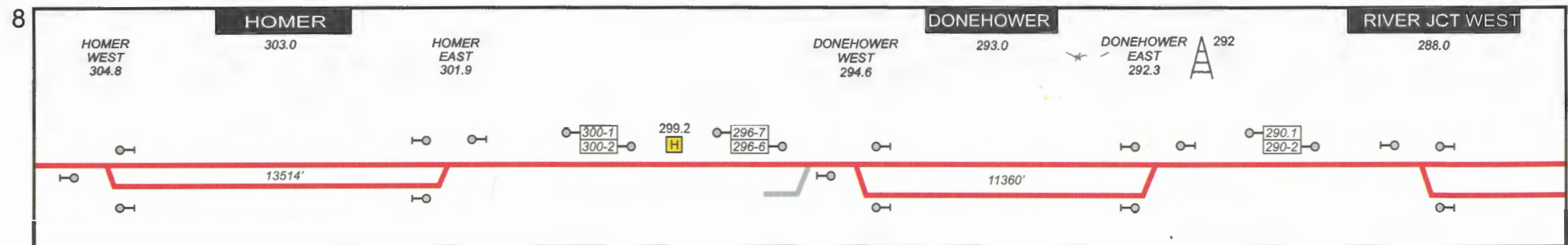
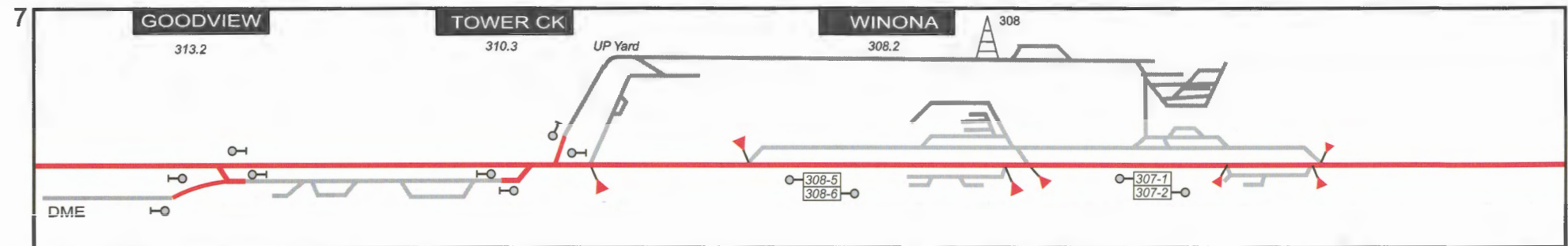
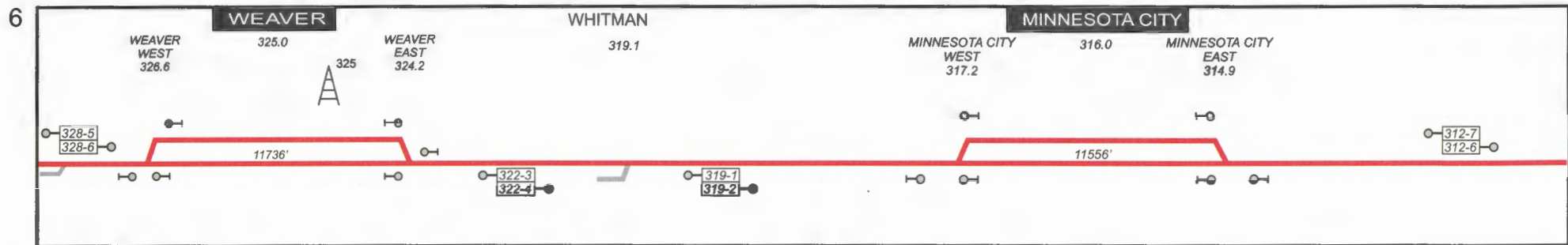
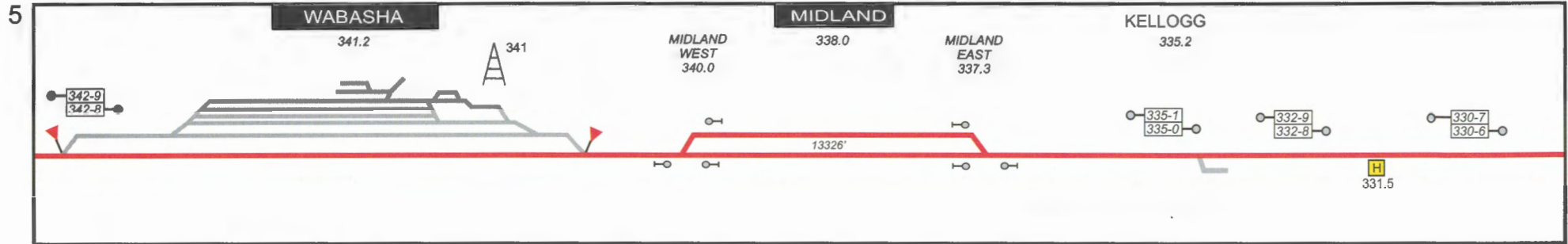
EAST →



RIVER SUBDIVISION

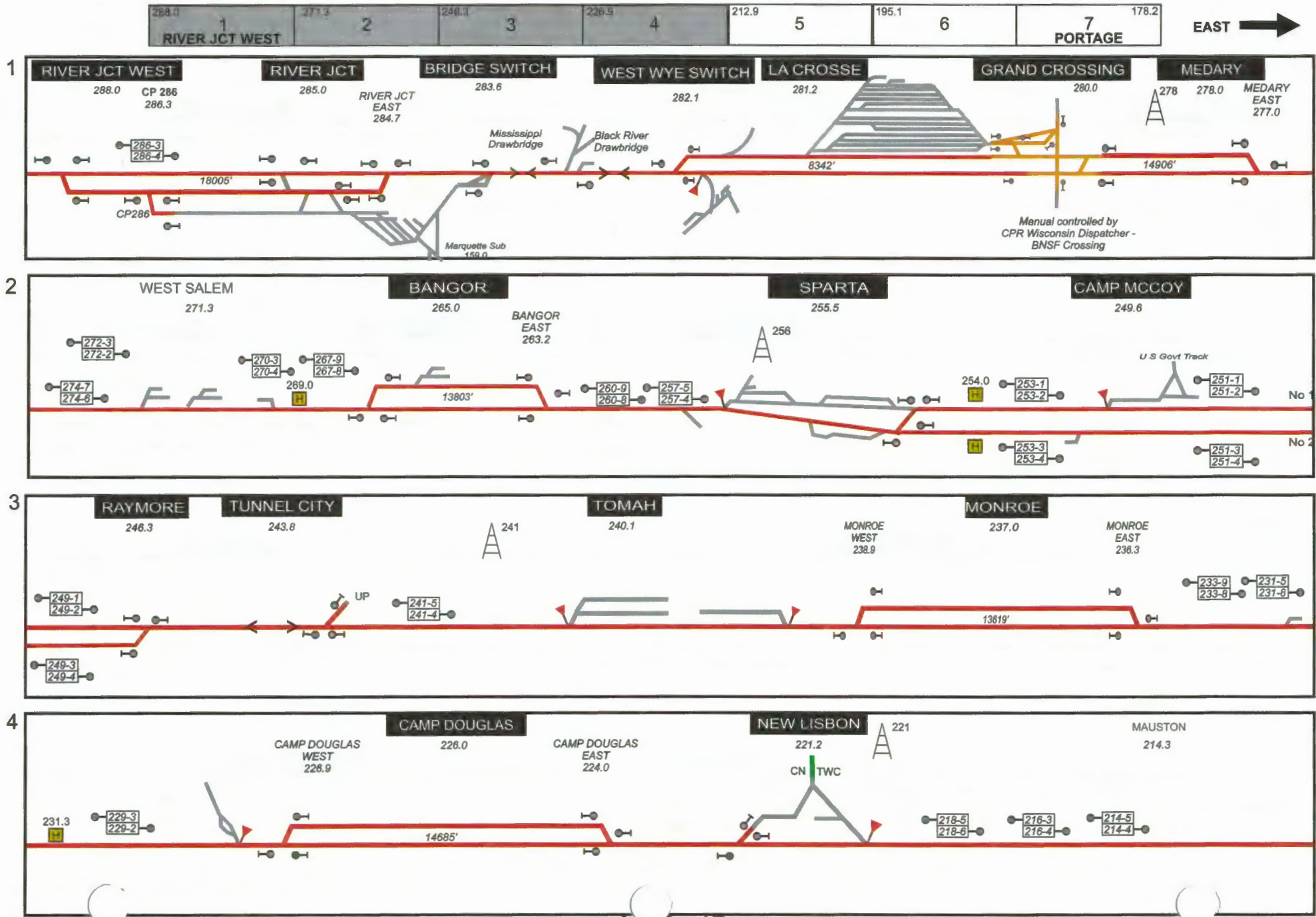


RIVER SUBDIVISION

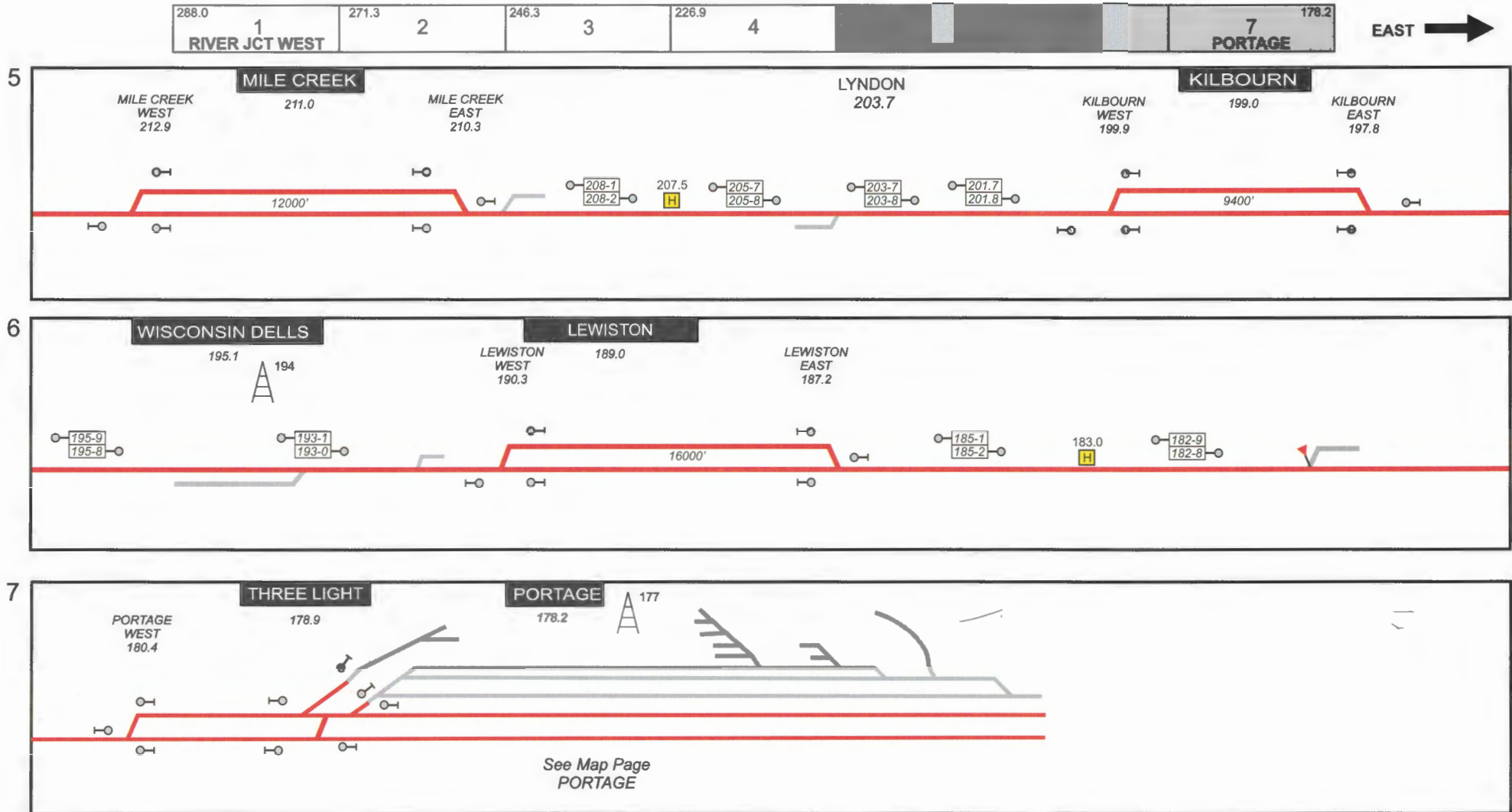


Section 10 - Track Diagrams

TOMAH SUBDIVISION

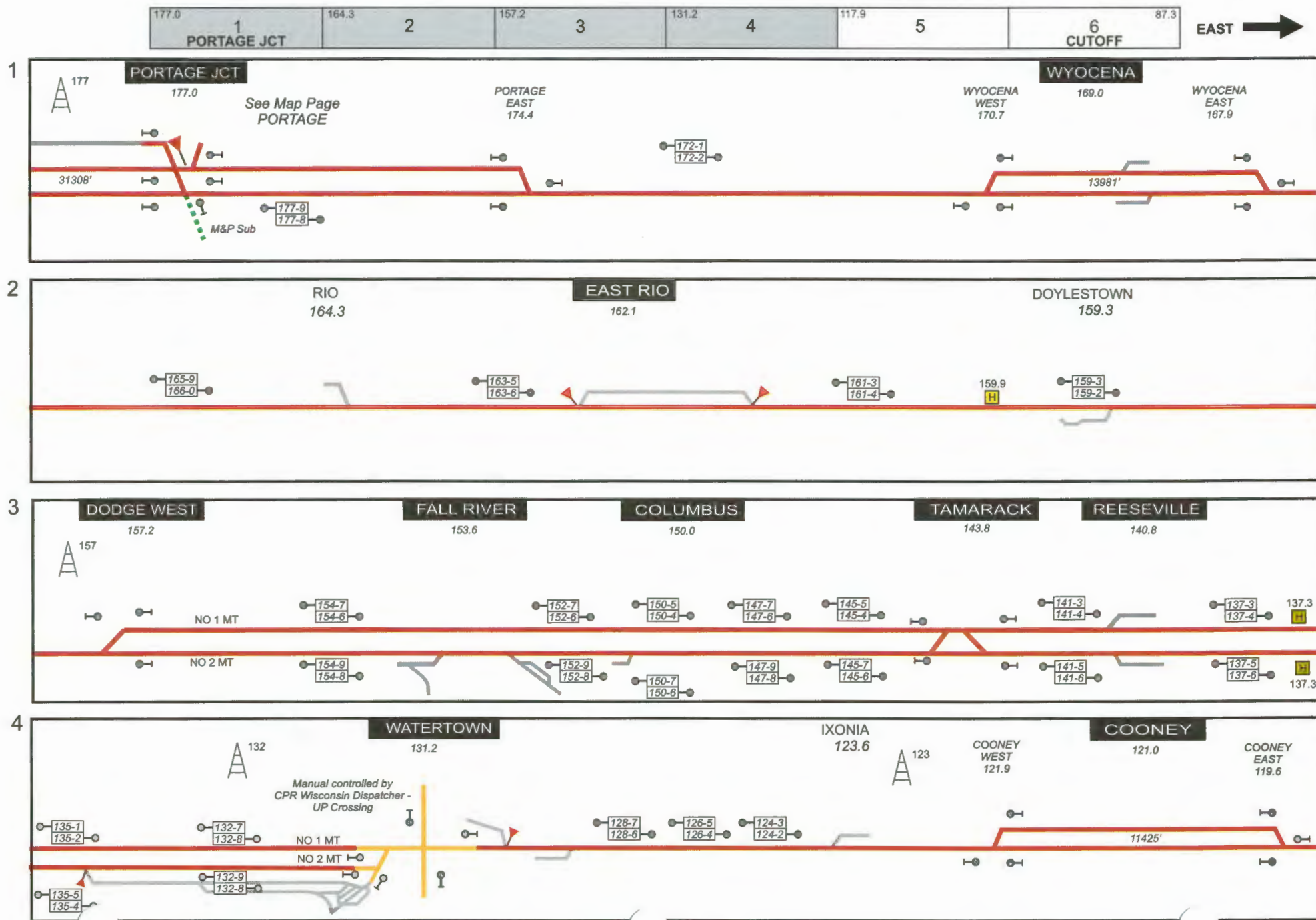


TOMAH SUBDIVISION

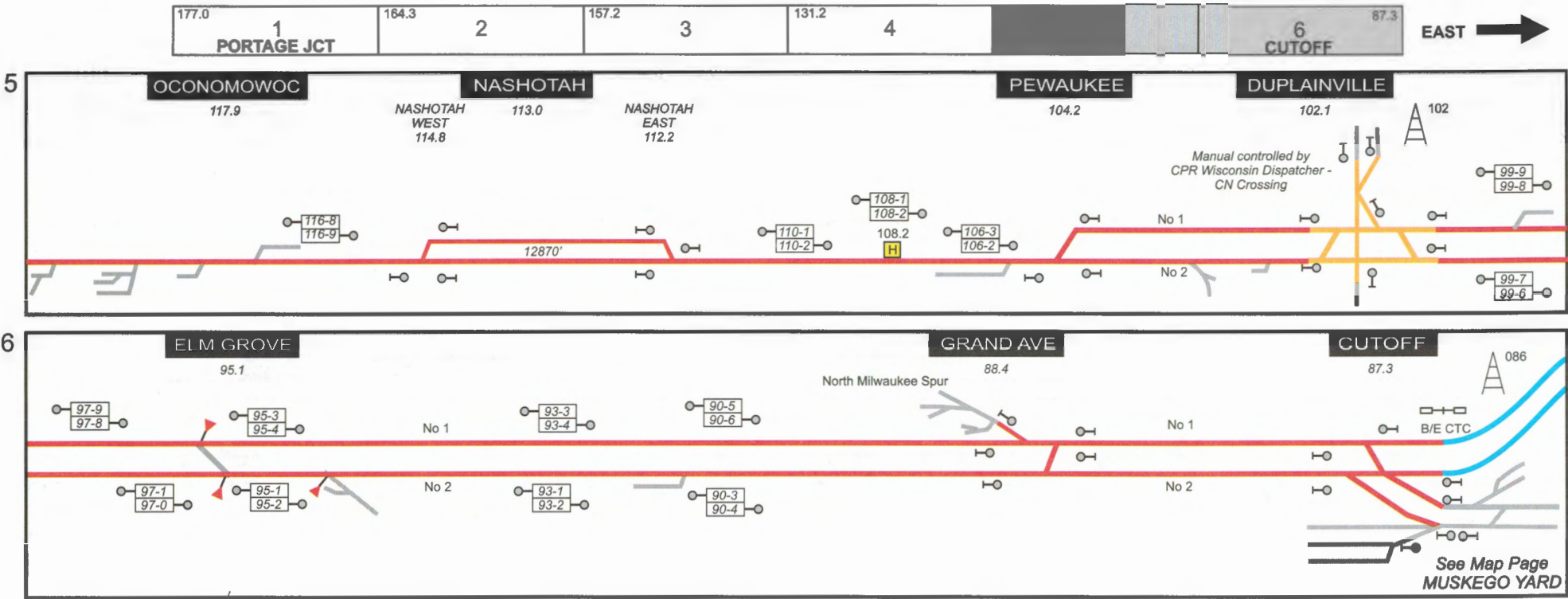


Section 10 - Track Diagrams

WATERTOWN SUBDIVISION

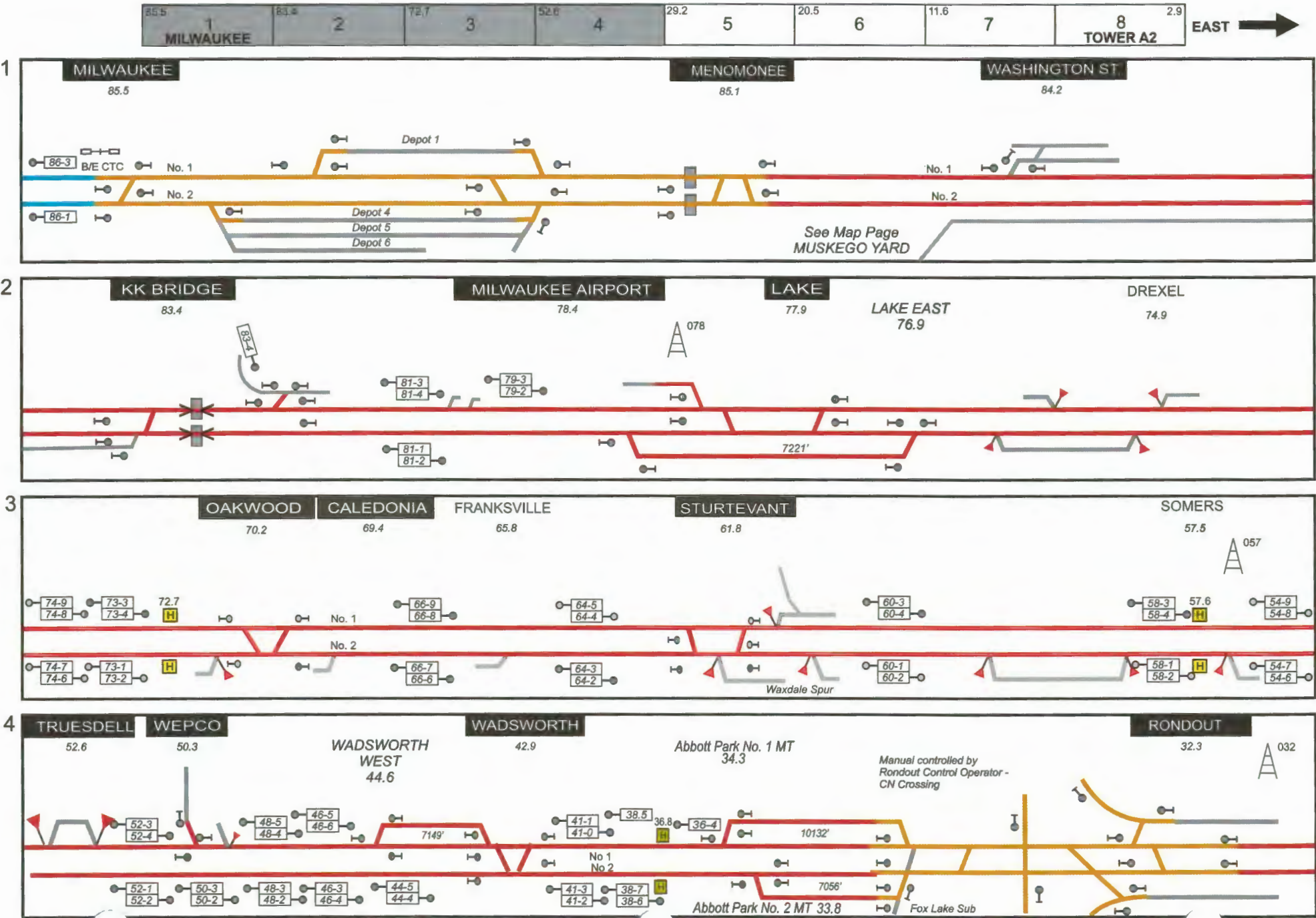


WATERTOWN SUBDIVISION



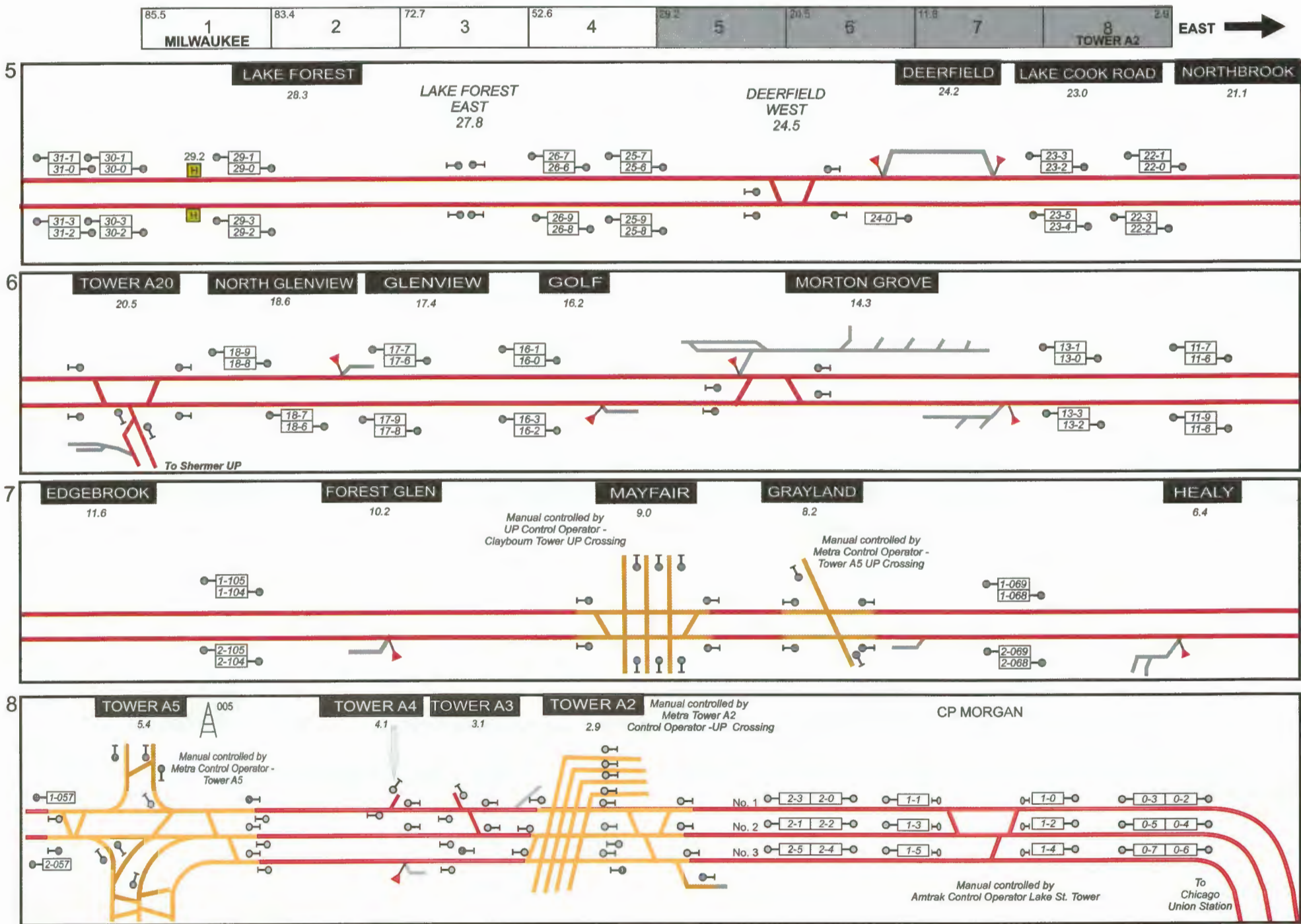
Section 10 - Track Diagrams

C&M SUBDIVISION



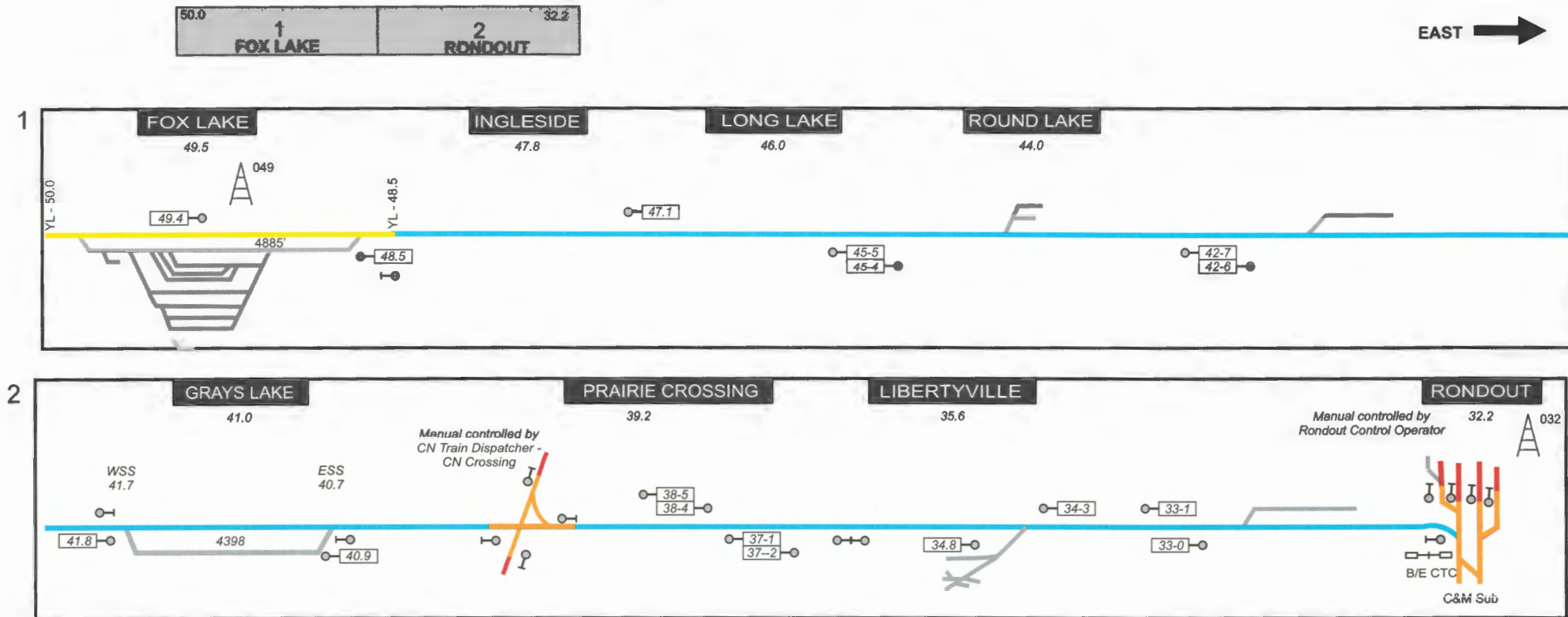
Section - Track Diagrams

C&M SUBDIVISION



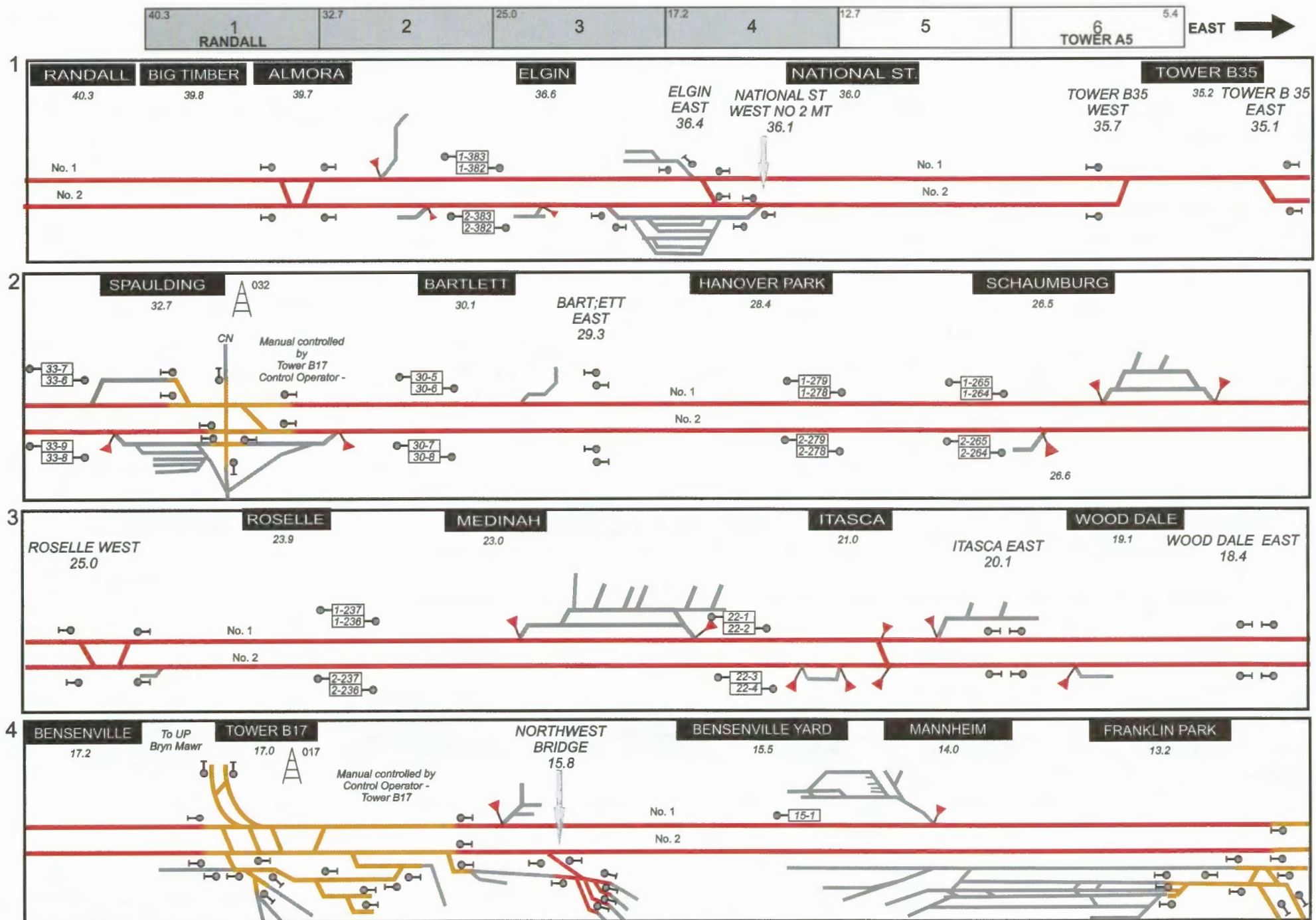
Section 10 - Track Diagrams

FOX LAKE SUBDIVISION



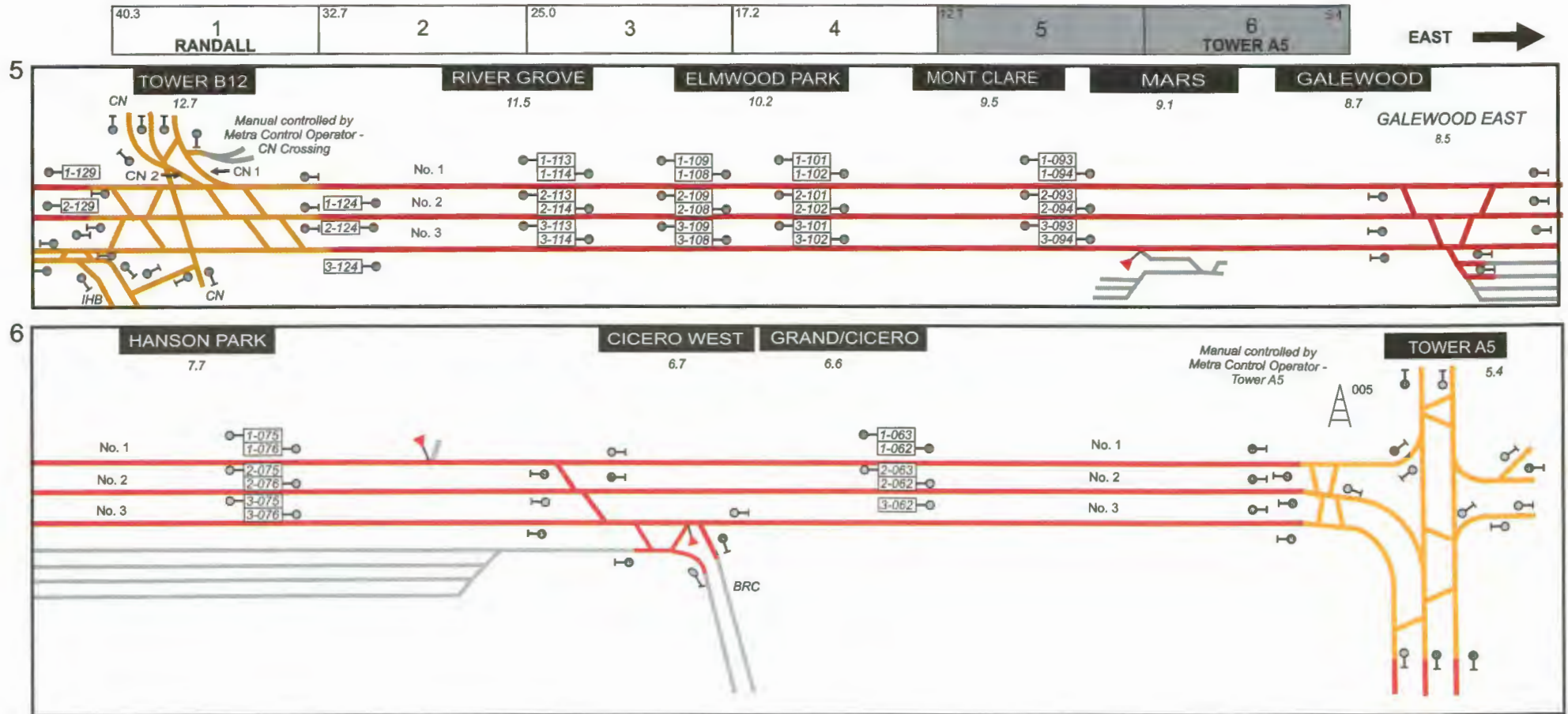
Section 10 - Track Diagrams

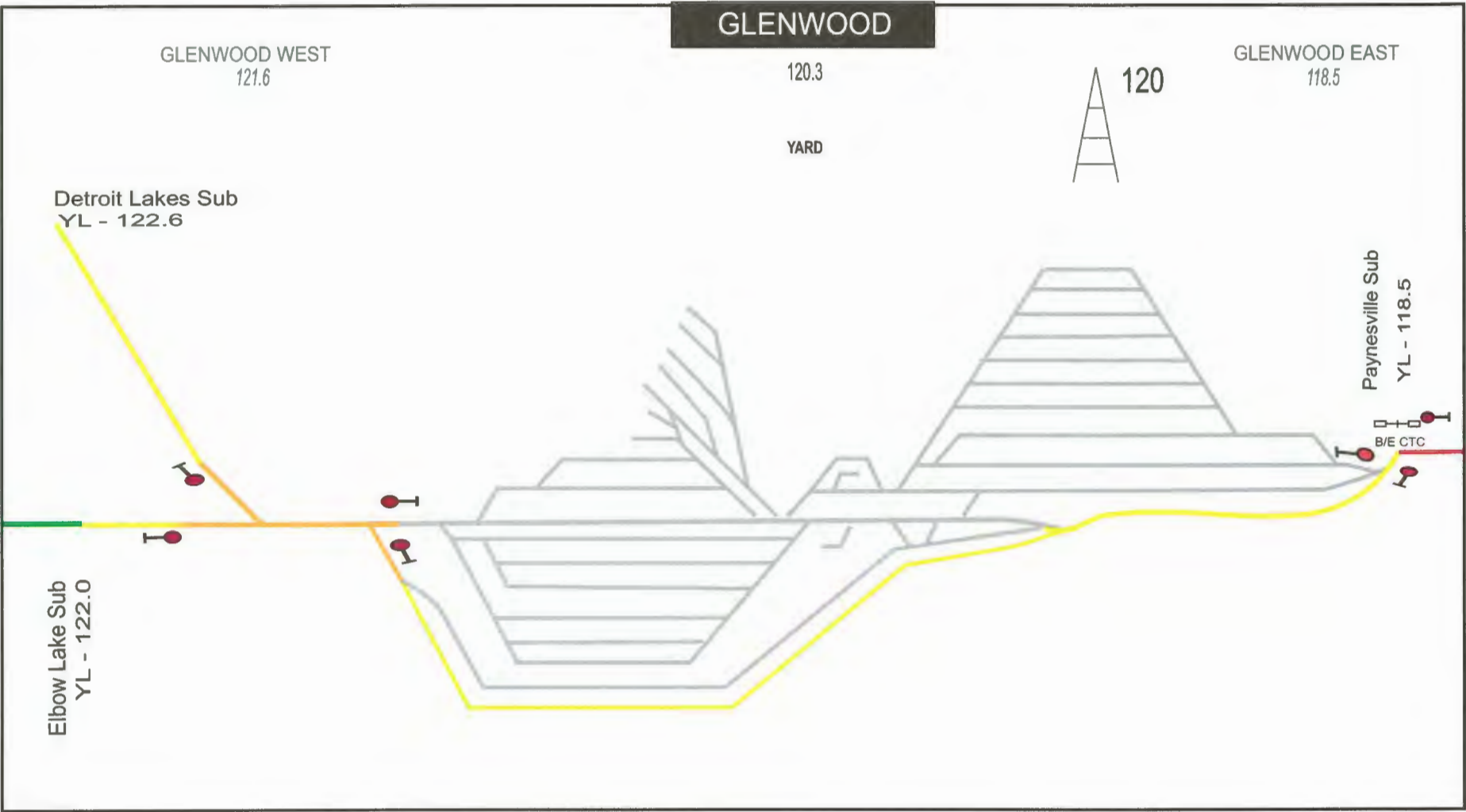
ELGIN SUBDIVISION



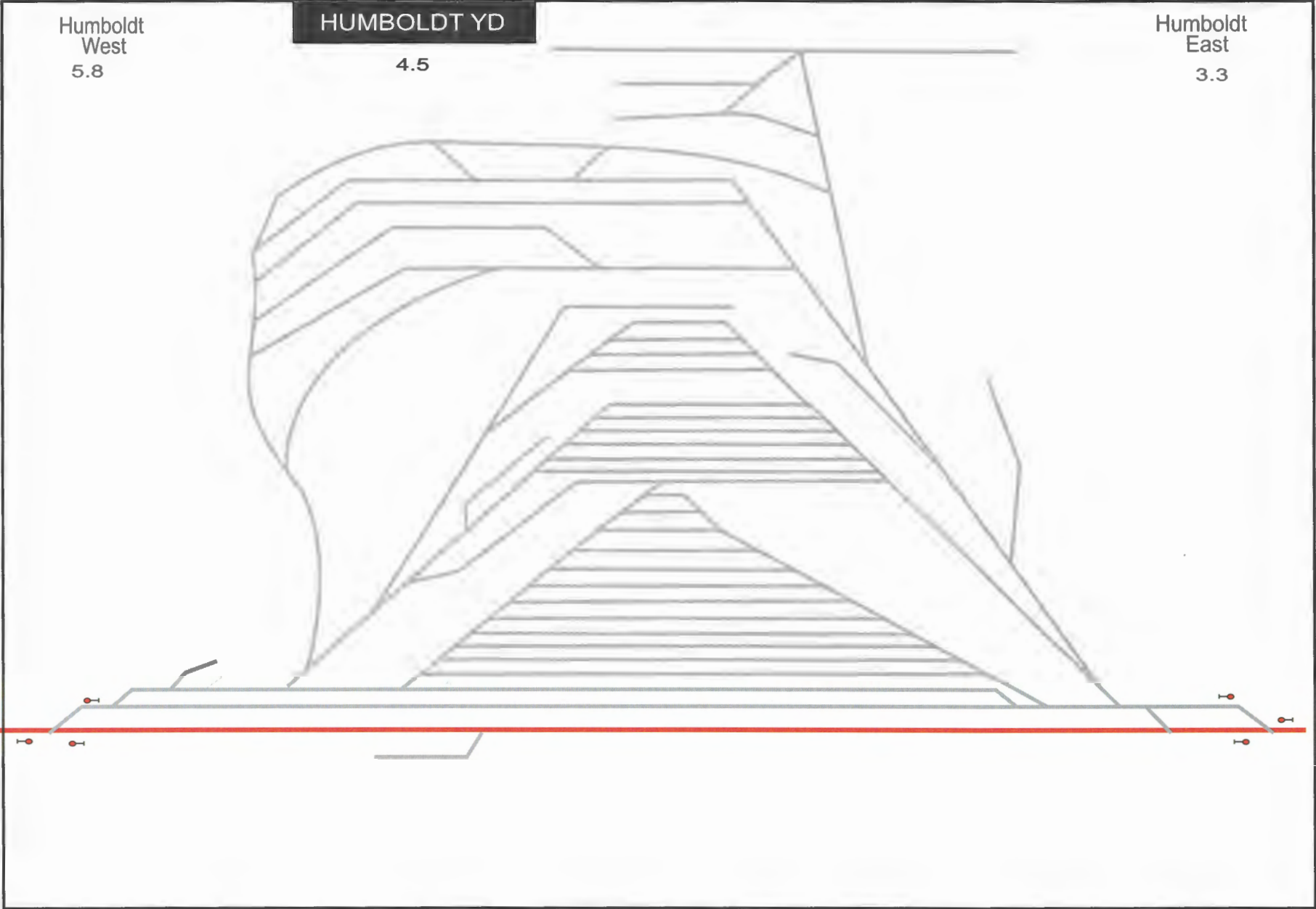
Section 10 - Track Diagrams

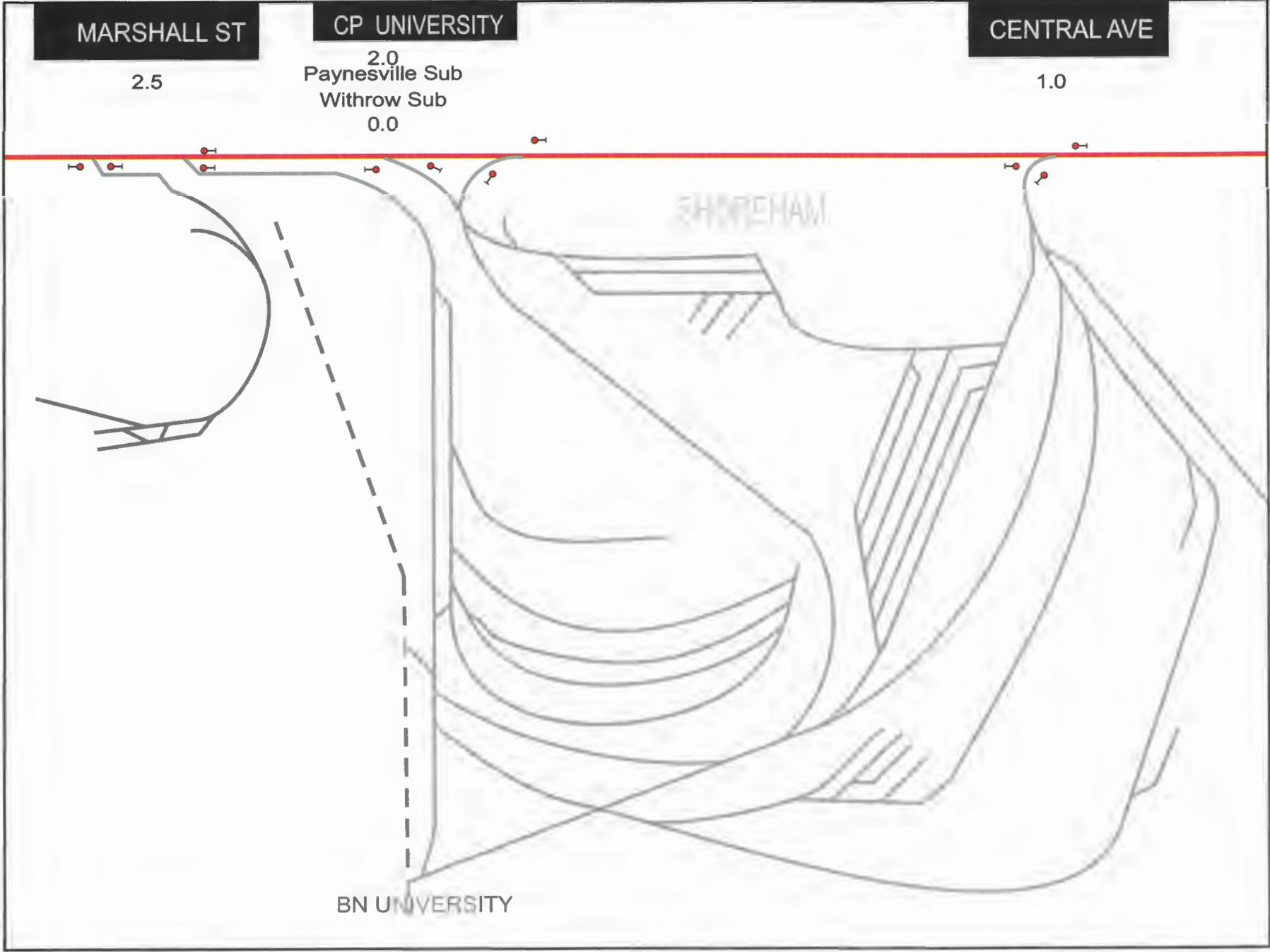
ELGIN SUBDIVISION



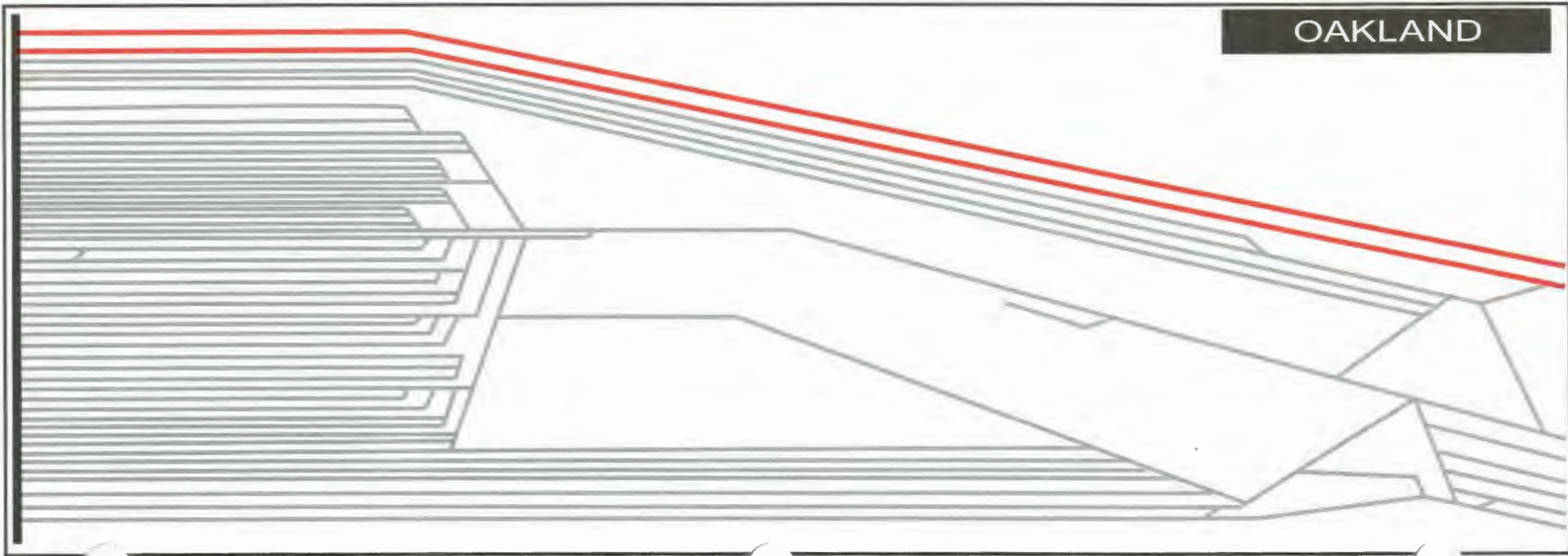
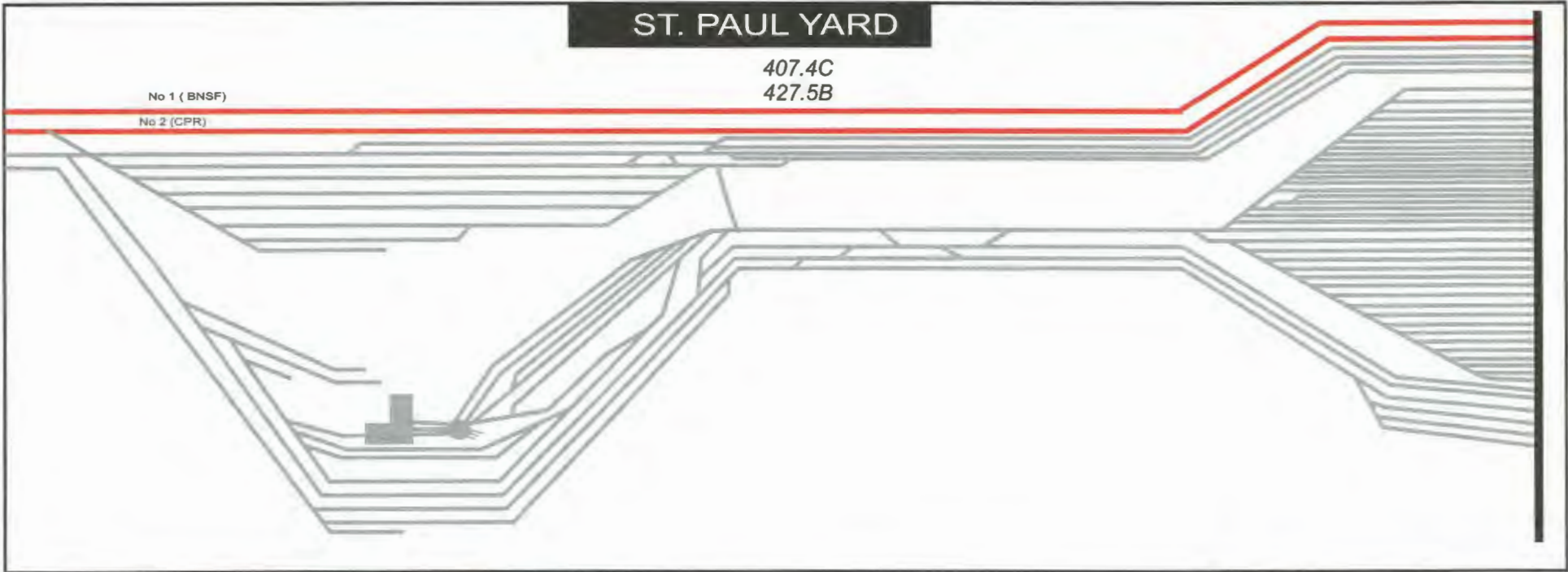


Section 10 - Track Diagrams

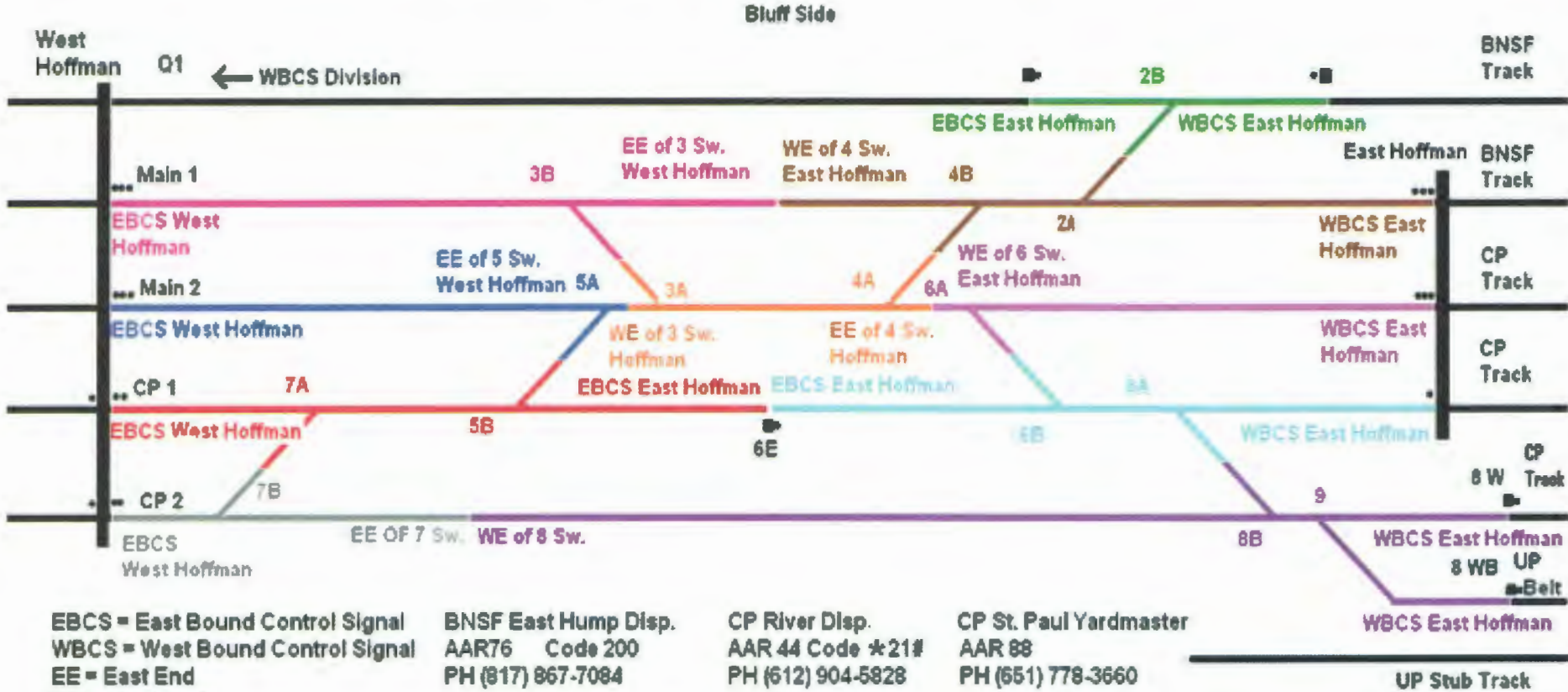




Section 10 - Track Diagrams

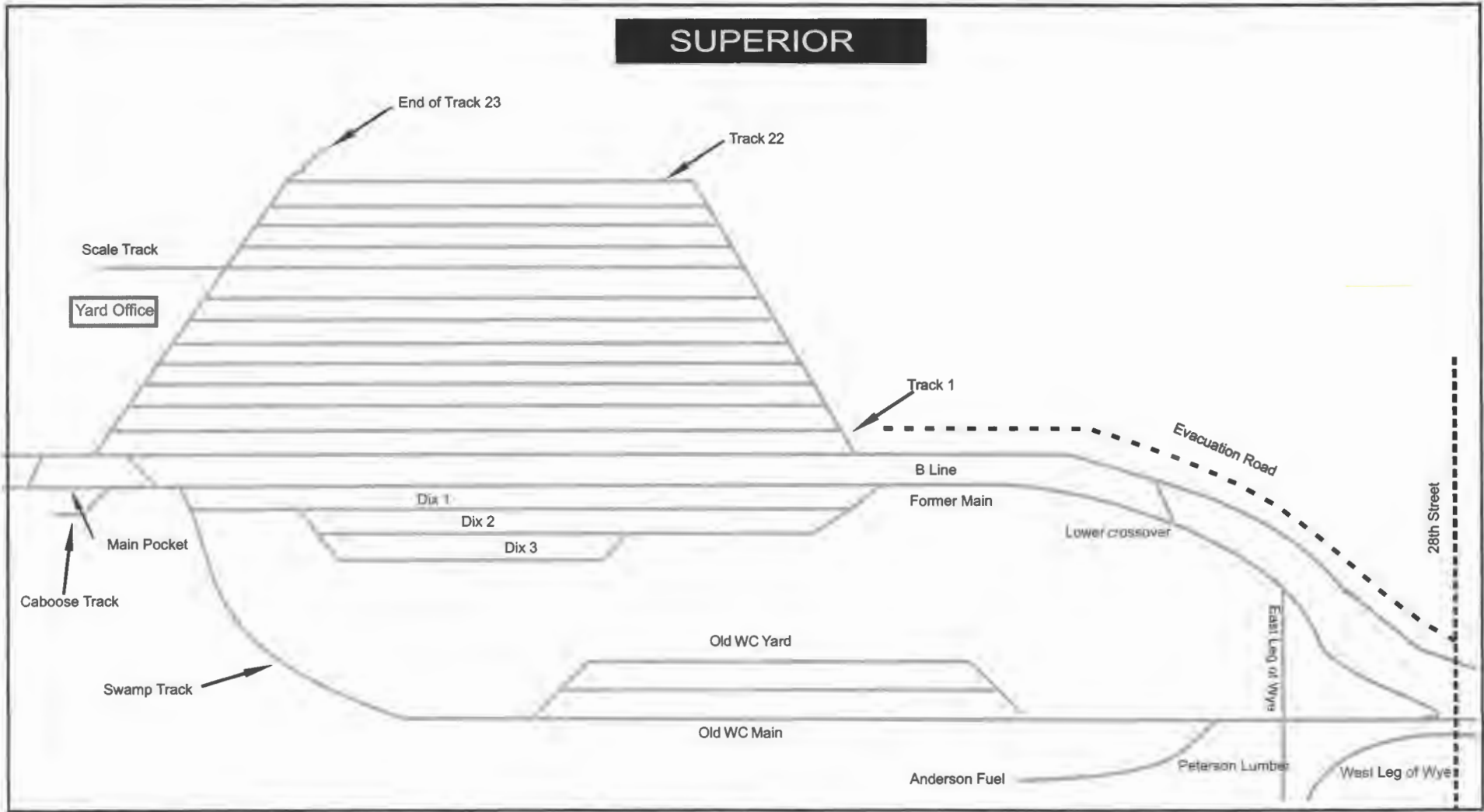


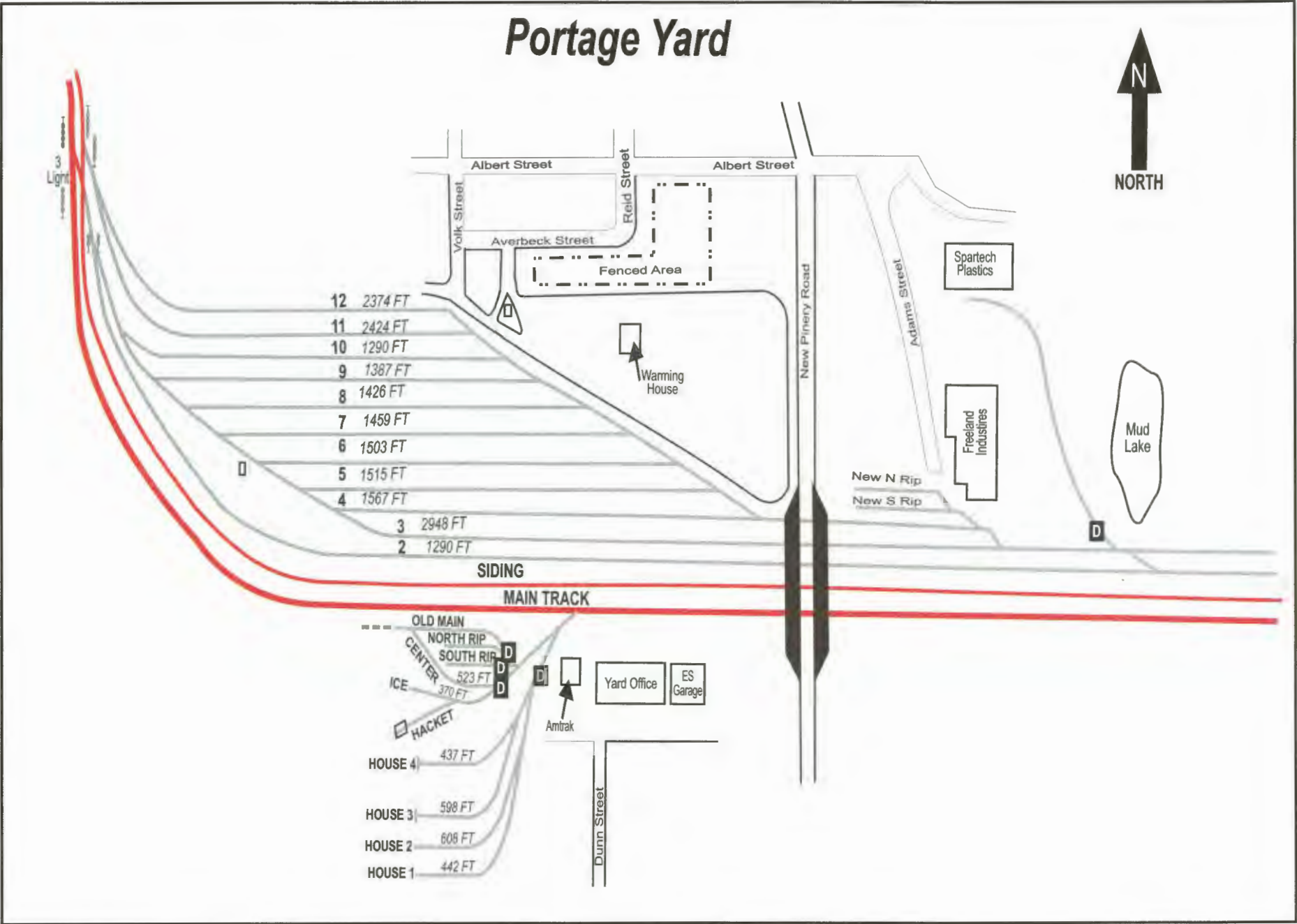
Hoffman Avenue



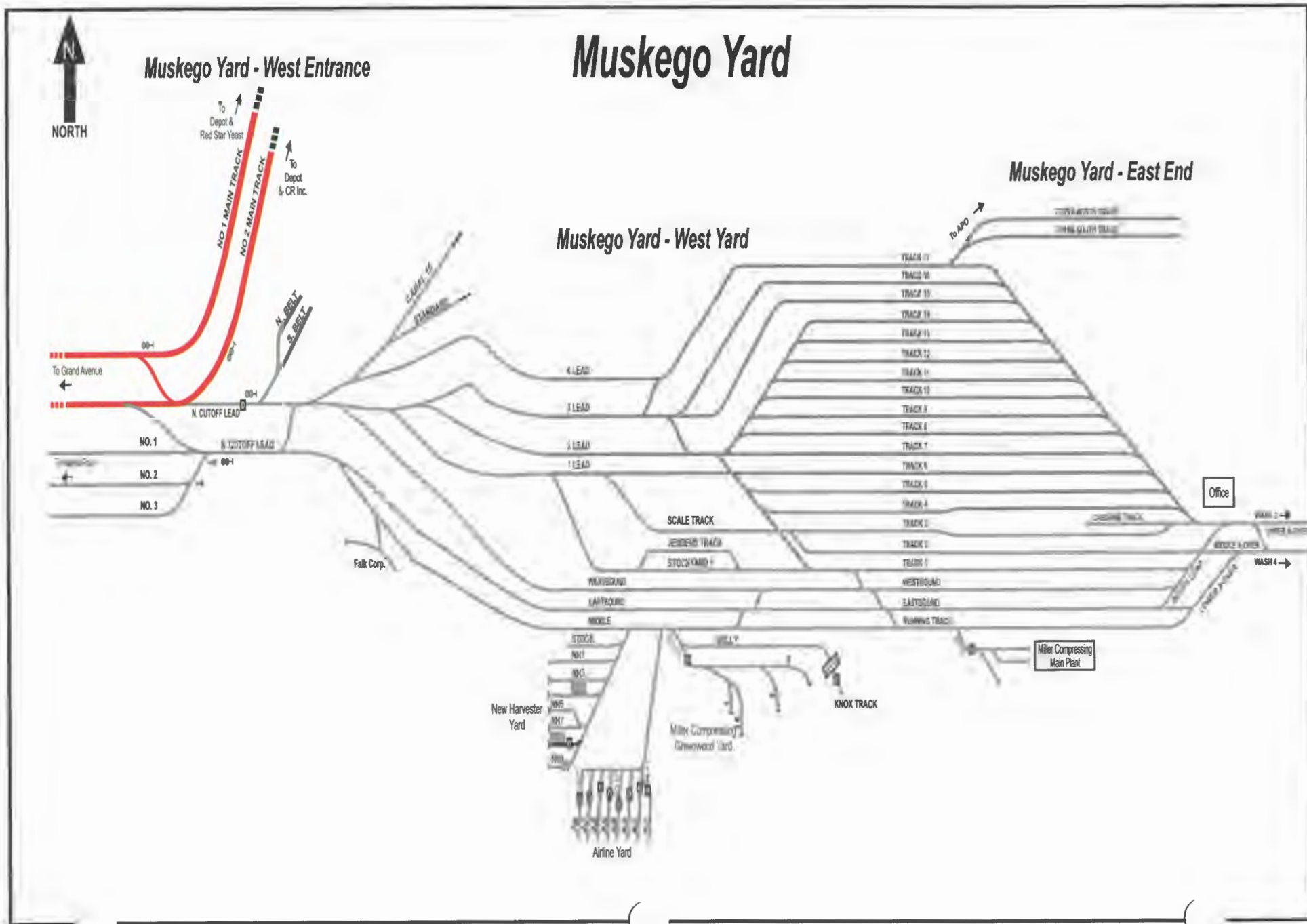
★★ Note: If the limits of a track and time permit end at a switch, the limits of the track and time will end at the first insulated joint in series.

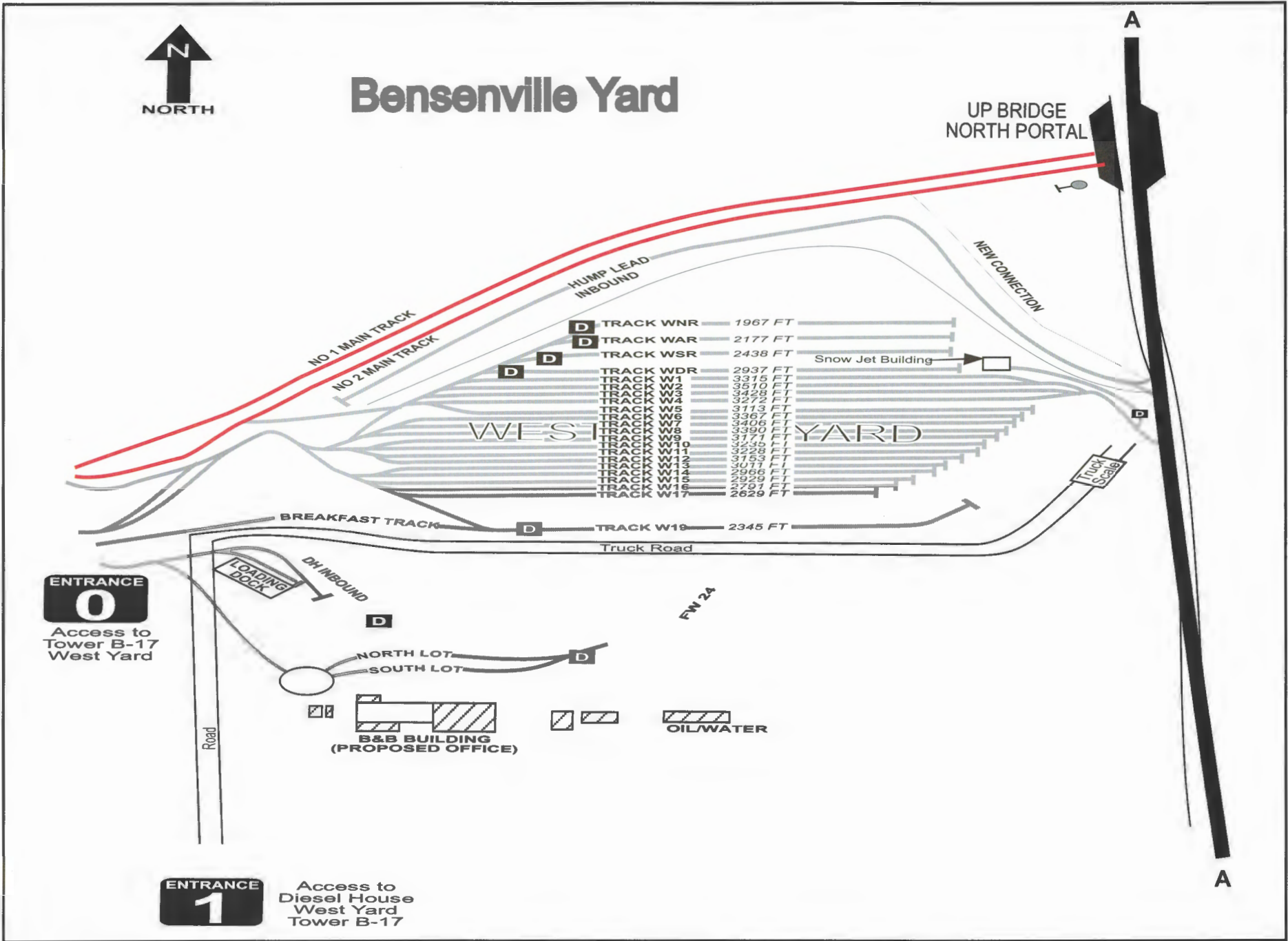
Section 10 - Track Diagrams



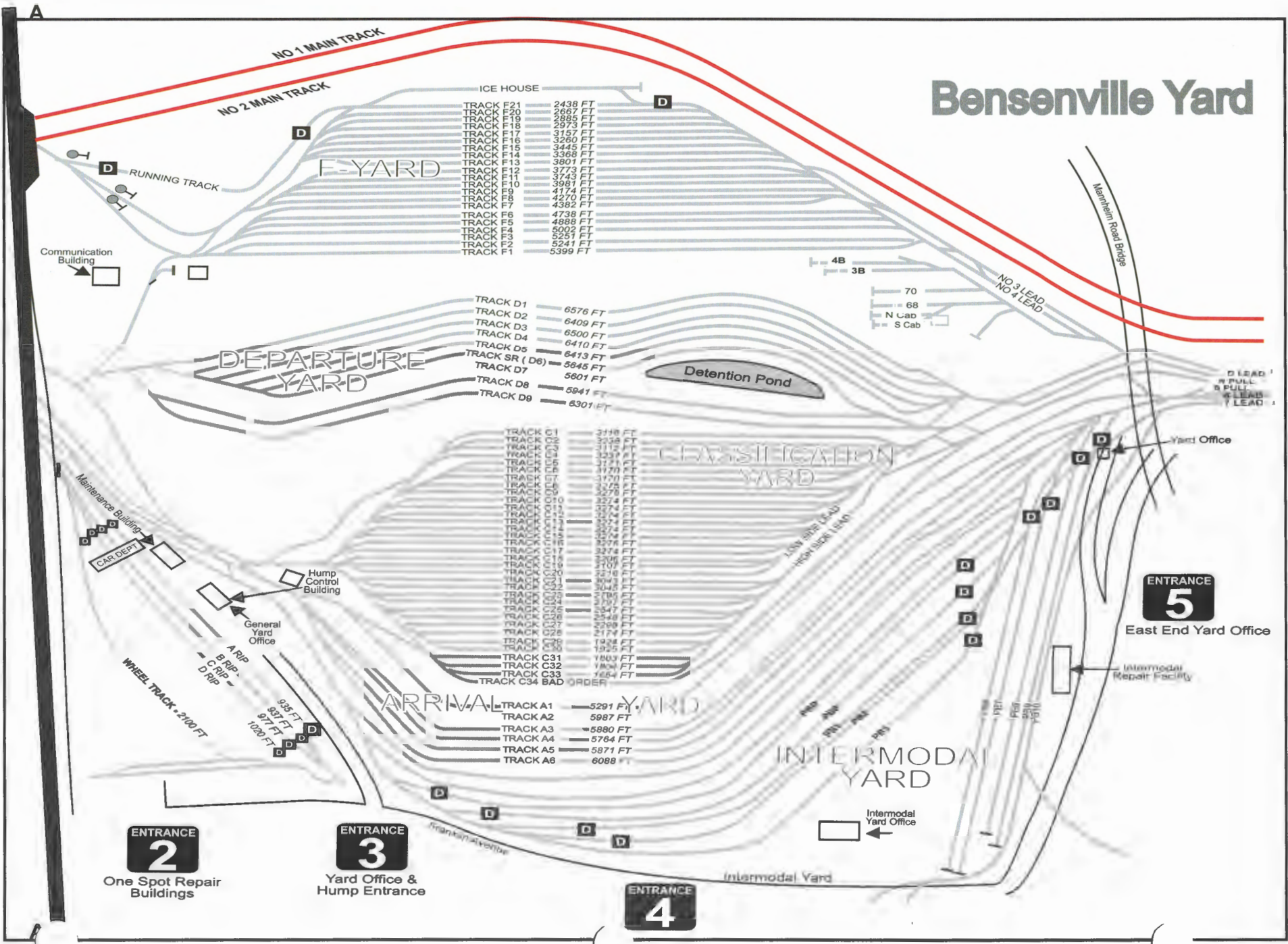


Section 10 - Track Diagrams





Section 10 - Track Diagrams



Left intentionally blank

NEUS TRACK DIAGRAMS

LEGEND

	CTC (including controlled sidings)		Radio Tower & Call In
	TWC		Intermediate Signal
	Interlocking		Electric Lock
	Other Track	15700'	Distance in feet
<i>Bloomsburg</i>	Location Names		Absolute Signal
	Station Name		Hot Box - Dragging Equipment or Height Detector
	Intermediate Signal for Track and Time		

How to read these track diagrams

The top portion of each sheet gives a general representation of the entire subdivision. The shaded area indicates current page.

616.0	1	627.7	2	652.8	3	670.9	4	682.4	5	712.2	6	752.0	7
BINGHAMTON												CP KASE	

These charts must be read from top to bottom, left to right. For instance, this subdivision is split into 7 sections. A southward train would travel in box 1 from left to right, then box 2, etc...

It must be noted that these diagrams do not supersede current rules and special instructions. They are provided exclusively as a tool aid and operating bulletins will not be issued when changes occur to these diagrams. Note, they are not to scale, and may contain inaccuracies or omissions.

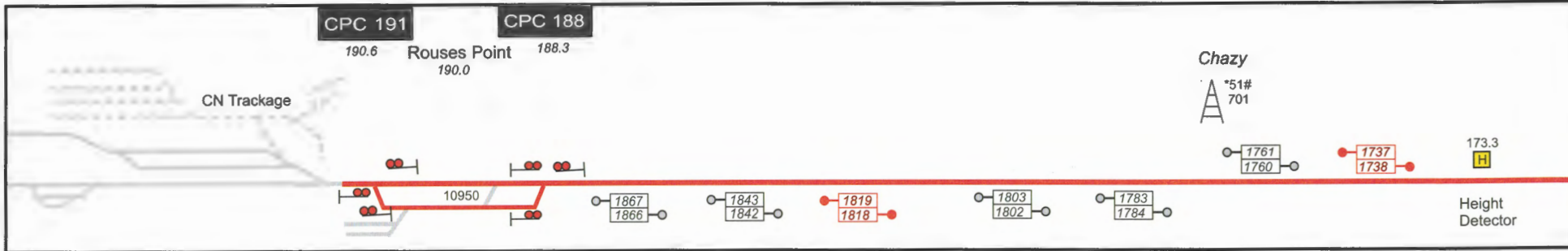
Section - Track Diagrams

CANADIAN SUBDIVISION

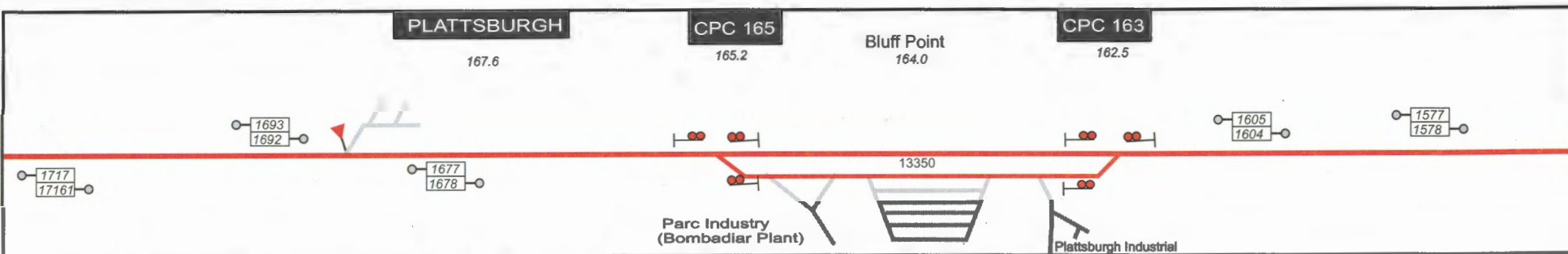


SOUTH →

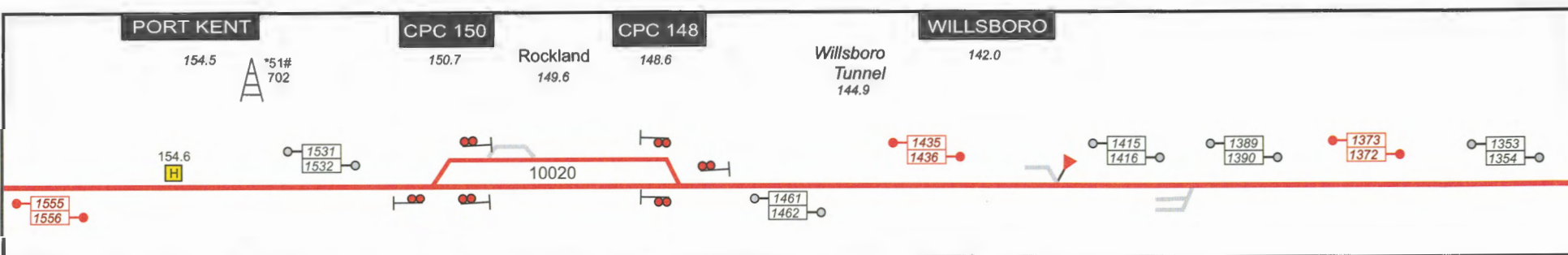
1



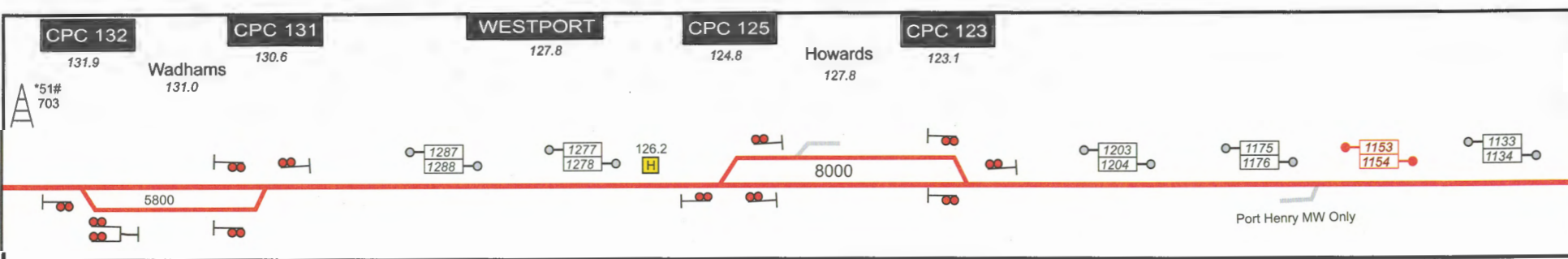
2



3



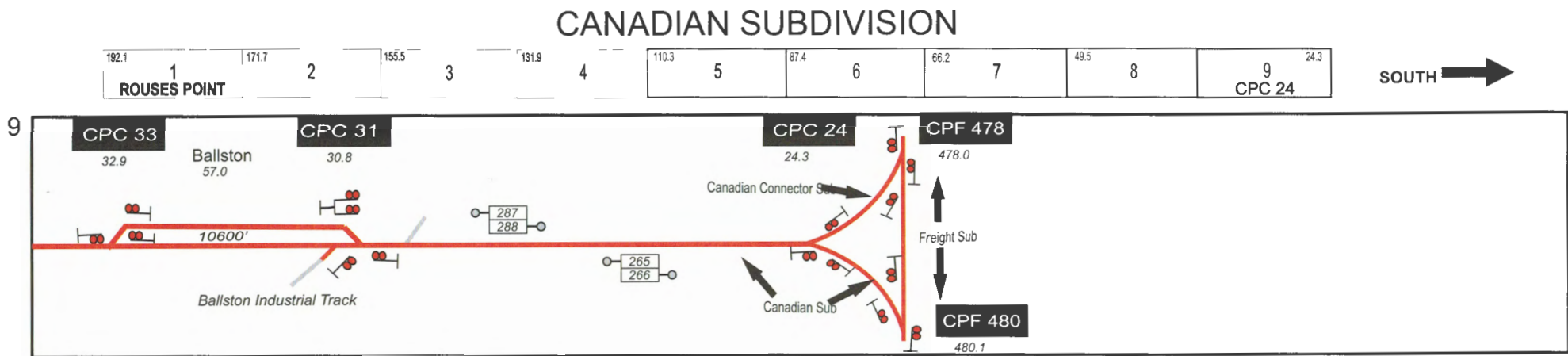
4



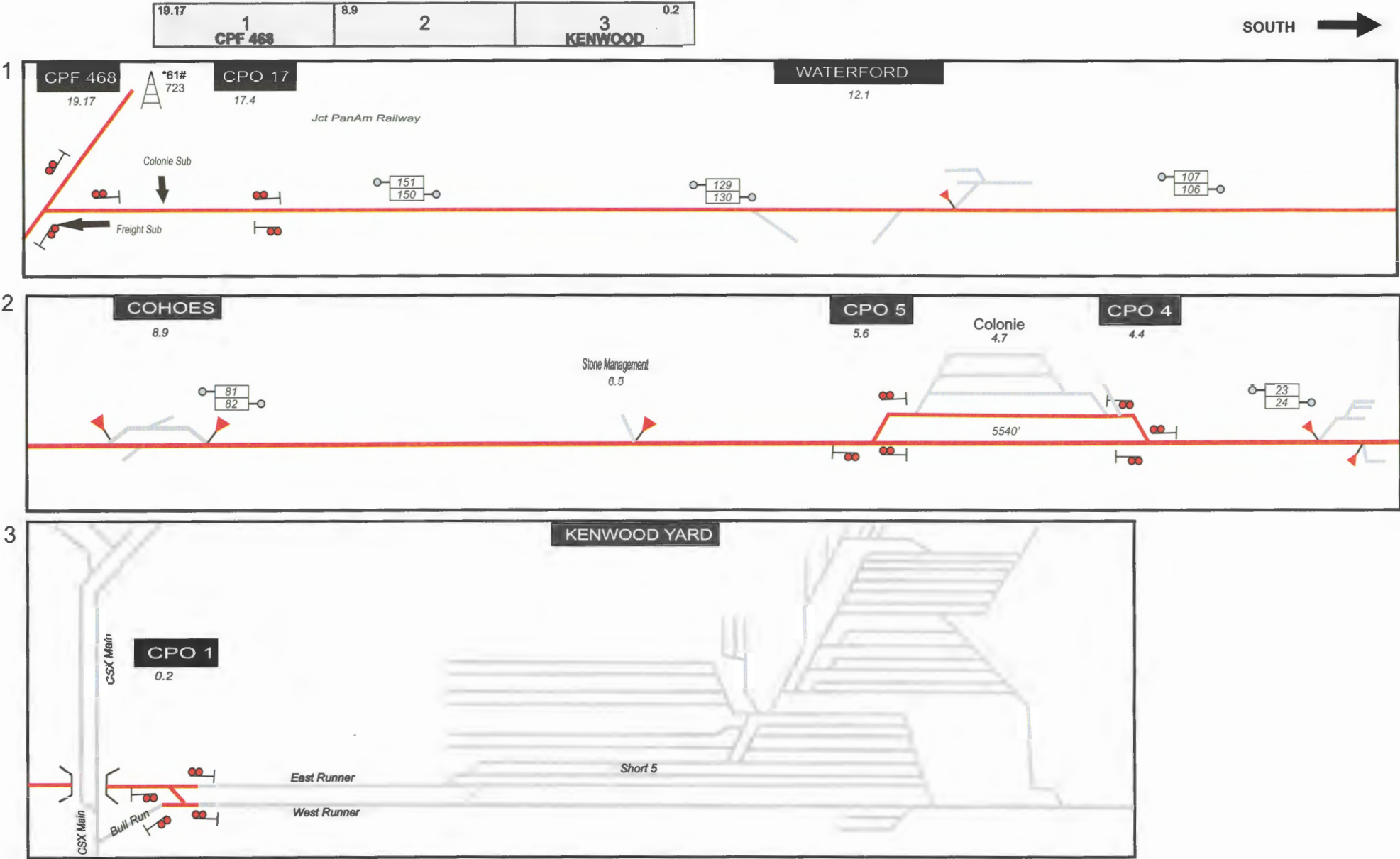
CANADIAN SUBDIVISION



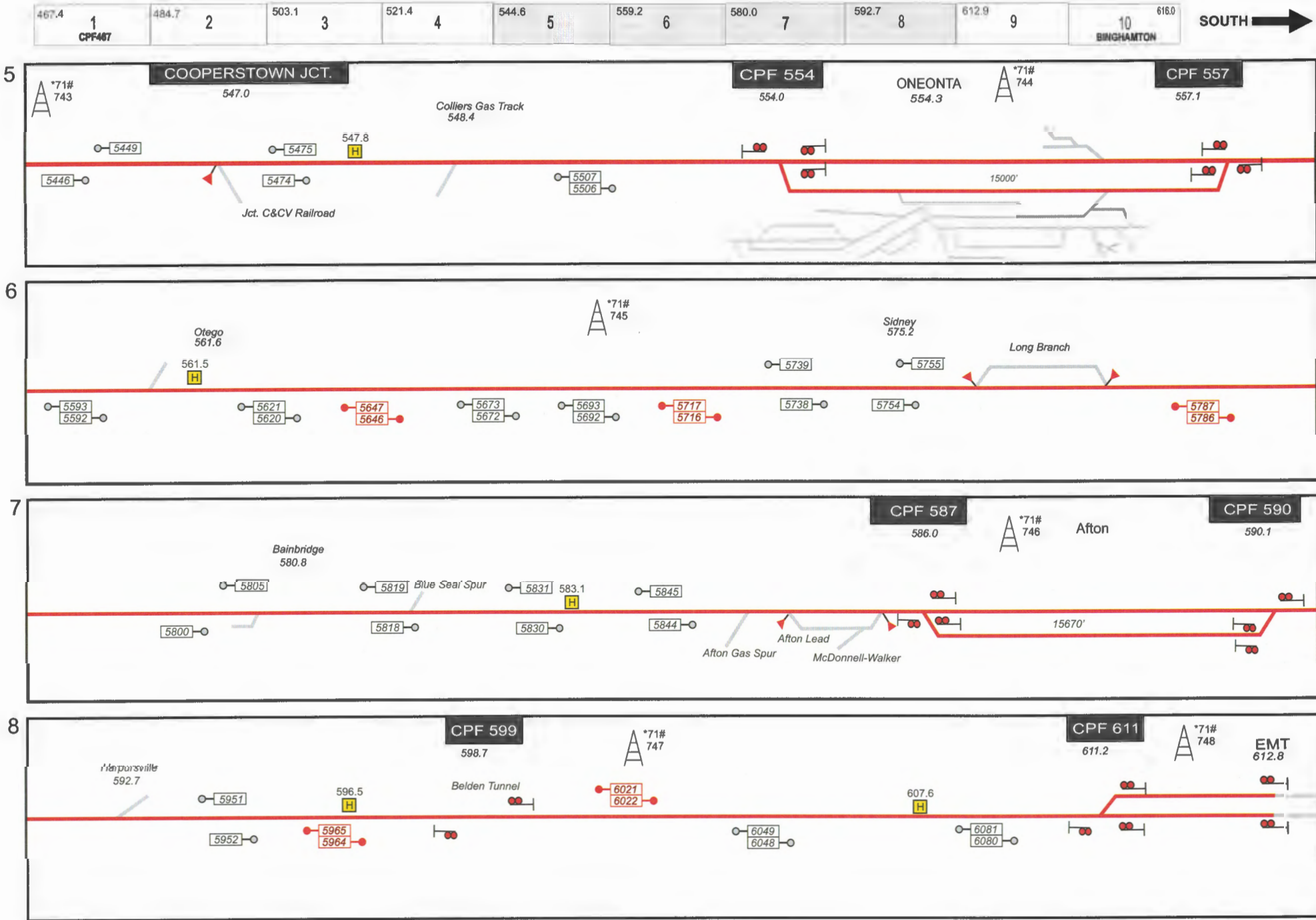
Section 10 - Track Diagrams



COLONIE SUBDIVISION

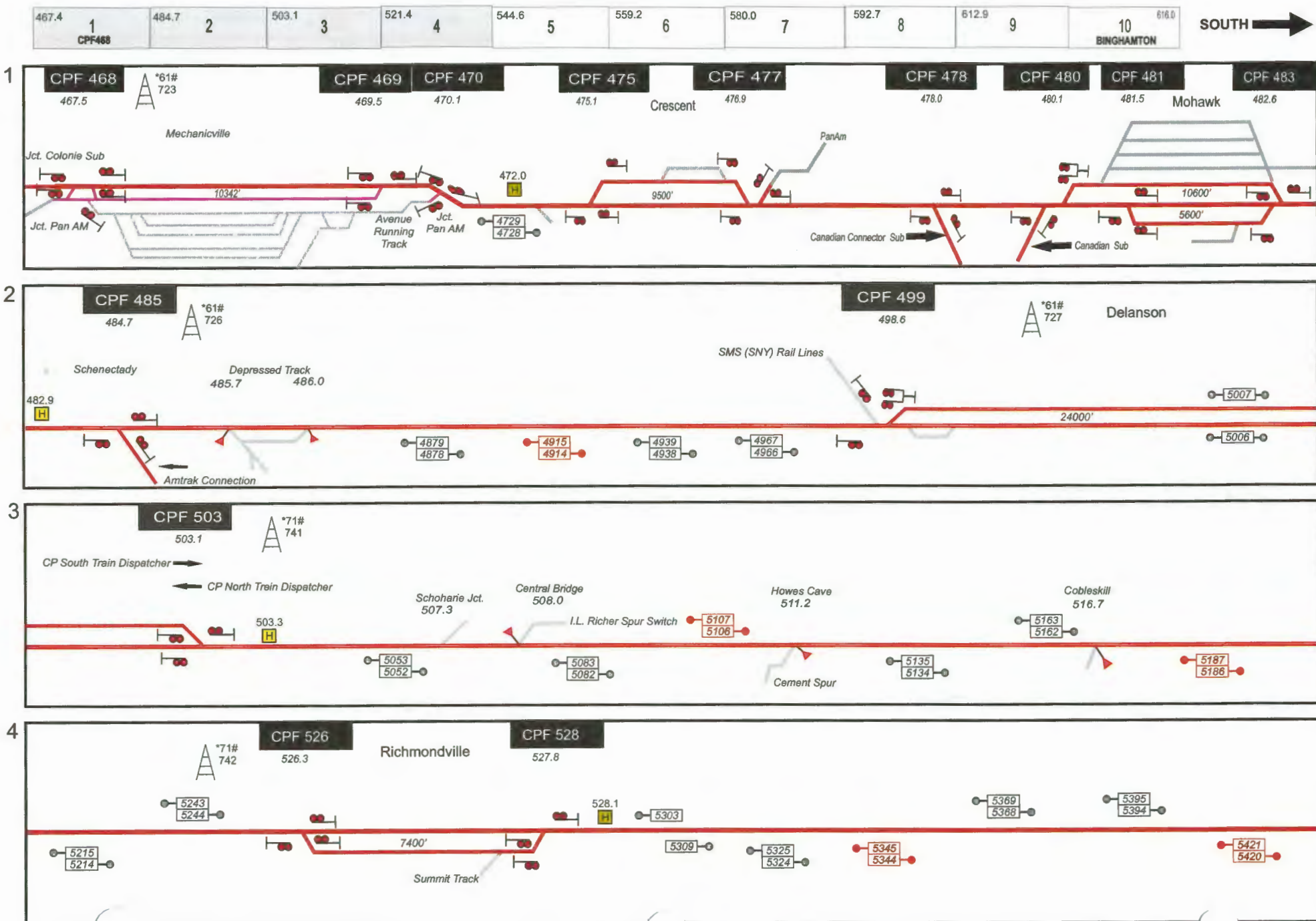


FREIGHT SUBDIVISION

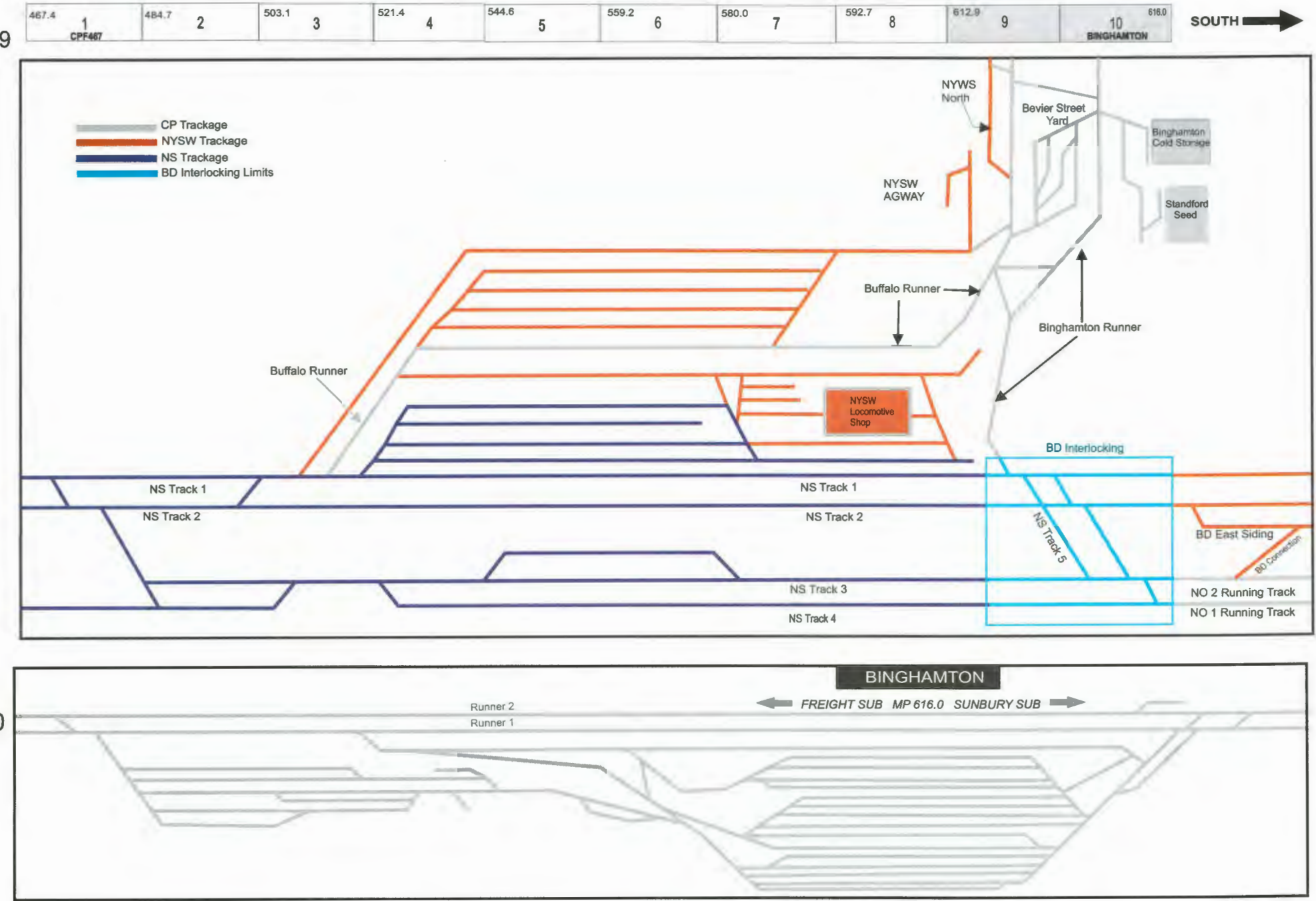


Section 10 - Track Diagrams

FREIGHT SUBDIVISION

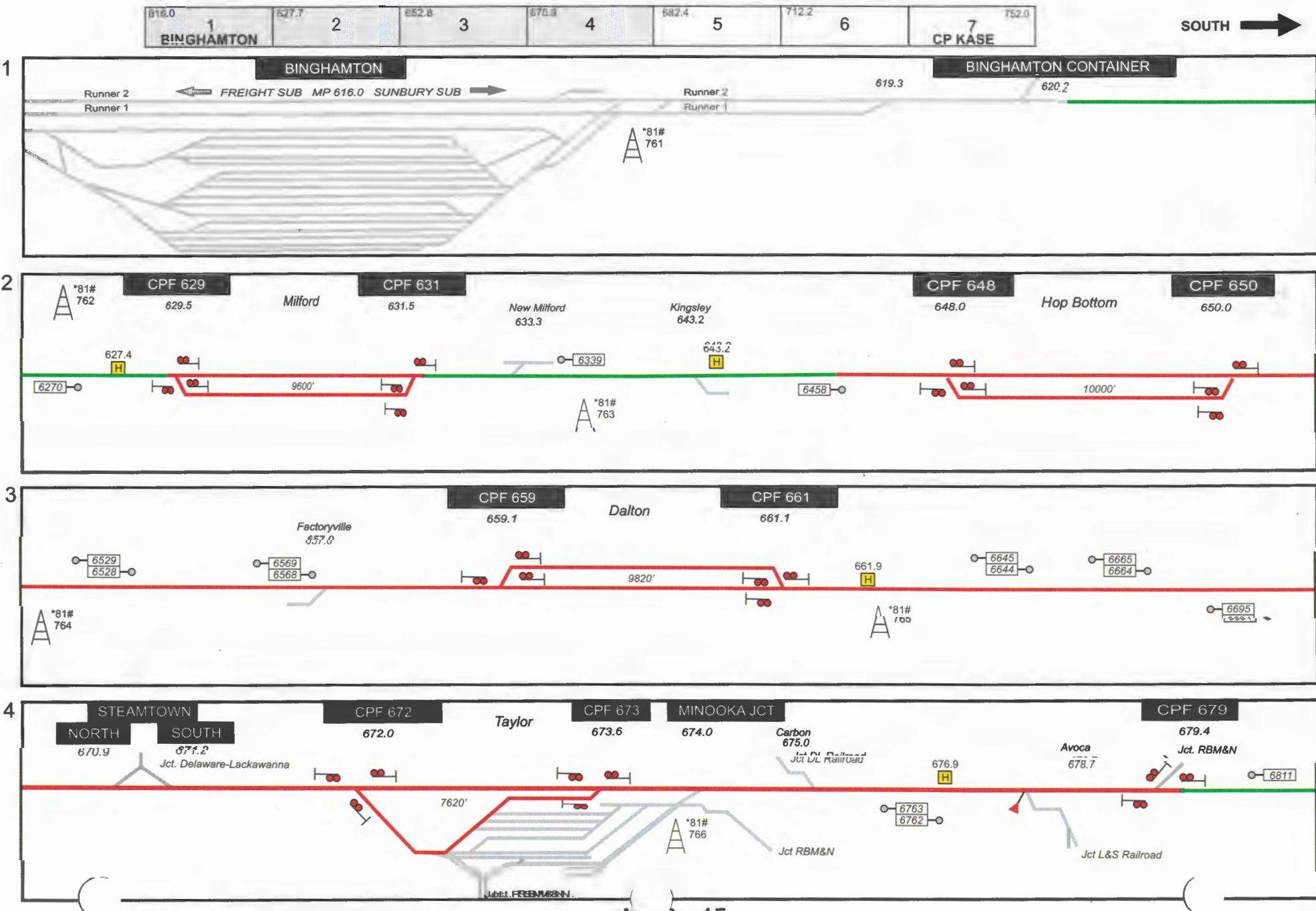


FREIGHT SUBDIVISION

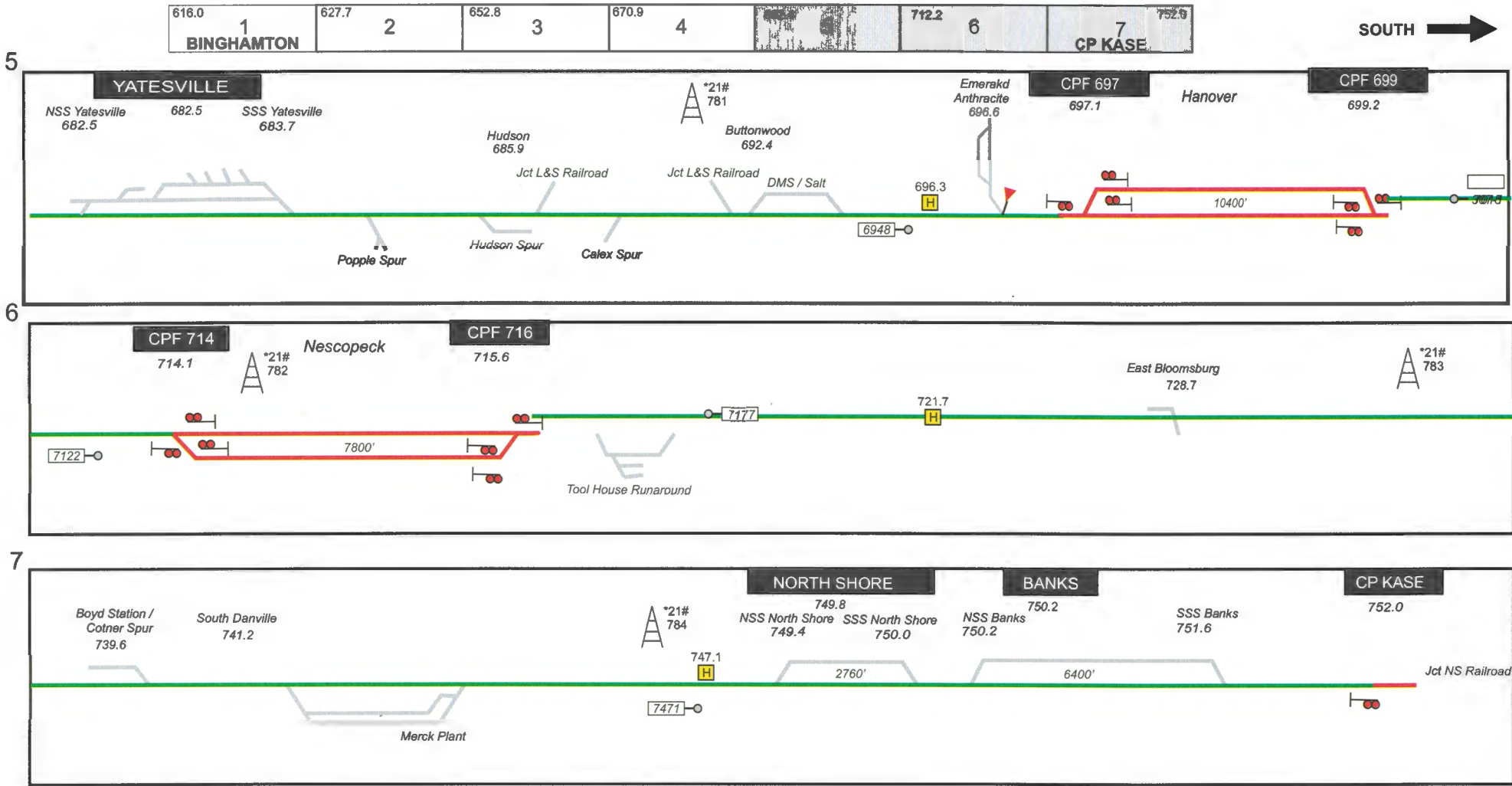


Section 10 - Track Diagrams

SUNBURY SUBDIVISION



SUNBURY SUBDIVISION



Notes

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**

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

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>

US EAST REGION TIMETABLE 201-NEUS

The following packet includes the Timetable pages for the following subdivisions:

Canadian	Freight
Canadian Connector	Sunbury
Colonie	

This page left blank intentionally.

CANADIAN PACIFIC

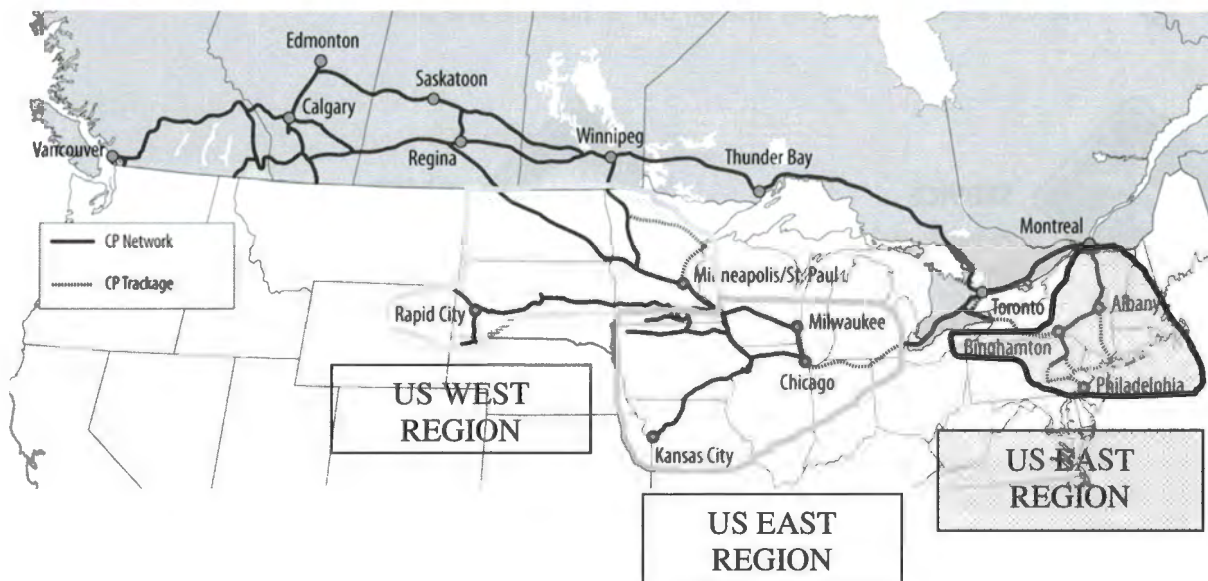
US EAST REGION

Timetable 201 - NEUS

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

Effective at 0001 Monday July 9, 2012

Eastern 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**

Table of Contents

Page

Core BeliefsInside Front Cover

US EAST NEUS OFFICERS PHONE NUMBERS 2

Module No.	Subdivision/Spur	Limits	Page
47	Canadian	Rouses Point to CPF 480	CANA – 1
48	Canadian Connector	CPC 24 to CPF 478	CANA – 2
49	Colonie	Mechanicville to Kenwood Yard.....	COLO – 1
50	Freight	Mechanicville to Binghamton	FREI – 1
51	Sunbury	Binghamton to Kase.....	SUNB – 1
Commitment to Safety			Inside Back Cover
CP Police Services – EFAP – Internet			Back Cover

US EAST NEUS OFFICERS

General Manager - US EAST ☎ (630) 860-4270
Superintendent
Binghamton ☎ (607) 771-3022

ENGINEERING SERVICES OFFICERS

General Manager – US EAST ☎ (630) 860-4969
Superintendents / Division Engineers
Clifton Park ☎ (518) 383-7700

MECHANICAL SERVICES

Superintendent US East ☎ (630) 860-4451
--

Minneapolis Operations Center

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

Chief Train Dispatcher	
NEUS ☎ (612) 904-5937	
Train Dispatcher	
North Train Dispatcher ☎ (612) 904-5824	Canadian Sub, Canadian Connector, Colonie Sub and Freight Sub (CPF 467 to CPF 503 inclusive)
South Train Dispatcher ☎ (612) 904-6113	Freight Sub (CPF 503 to End of Main Track) and Sunbury Sub

Canadian Pacific US EAST REGION Timetable NO 201-NEUS
Canadian Sub Module 47

CANADIAN

Haulage Factor Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓	CANADIAN SUBDIVISION STATION PAGE TRAM AREA 1 # 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 Factor Northward
				Distance From Canadian Border		Mile Post Location					
2.89			C	0.0	(Jct LaColle Sub) (International Boundary) (Rouses Point Running Track)	192.1					
	3996			1.5	# CPC 191 ROUSES POINT	190.6		10950		186.9	
				3.8	# CPC 188	188.3				173.3	
	3992			24.5	PLATTSBURGH	167.6					
				26.9	# CPC 165 BLUFF POINT	165.2		13350			
	3991			29.6	# CPC163	162.5				154.6	
				37.6	PORT KENT	154.5					
	3989			41.4	# CPC 150 ROCKLAND	150.7		10020			
				43.5	# CPC 148	148.6					
				60.2	# CPC 132 WADHAMS	131.9		5800			2.71
	3984			61.5	# CPC 131	130.6					
				64.3	WESTPORT	127.8					
	3983			67.3	# CPC 125 HOWARDS	124.8		8000		126.2	
				69.0	# CPC 123	123.1					
				75.4	PORT HENRY	116.7					
	3982			90.5	FORT TICONDEROGA	101.6				101.9	
				92.1	# CPC 100 FORT TI	100.0		4900			
	3979			93.1	# CPC 99	99.0					
				114.2	WHITEHALL	77.9					
				114.8	# CPC 77 WHITEHALL SIDING	77.3		16900			
	3978			118.2	# CPC 74	73.9				72.8	
				134.1	# CPC 58 FORT ED	58.0		9700			
	3972			136.2	# CPC 56	55.9					
				136.6	FORT EDWARD	55.5					
2.85			T	153.9	# CPC 38	38.2					
				154.6	# CPC 37	37.5					
	3959			155.0	SARATOGA SPRINGS	37.1		1600		38.1	
				155.3	# CPC 36	36.8					
				157.1	Saratoga Running Track # CPC 35	35.0					
				159.2	# CPC 33 BALLSTON	32.9		10600			
5.0	3958		C	161.3	# CPC 31	30.8					5.0
					Continued Next Page						

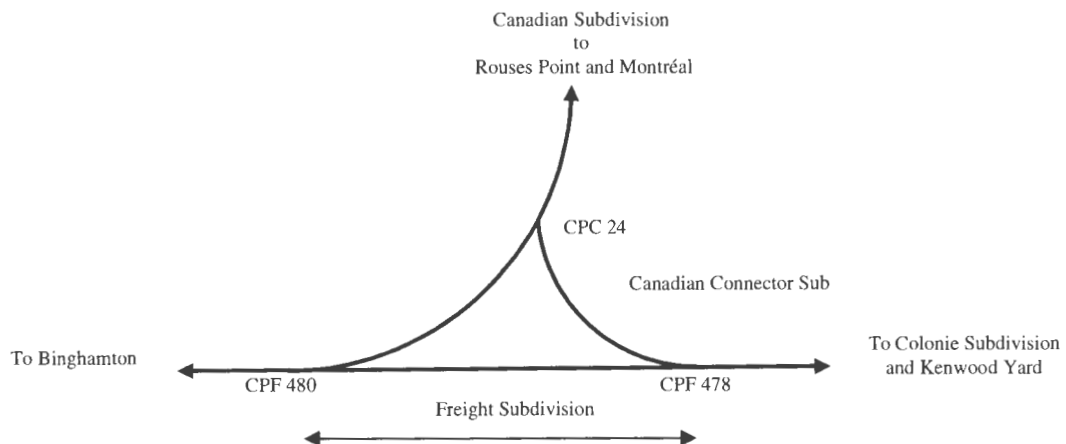
Canadian Pacific US EAST REGION Timetable NO 201-NEUS
Canadian Sub Module 47

Haulage Factors Southward	Station Number 3959	Rule 4.3	Method of Operation	SOUTHWARD ↓	CONTINUED CANADIAN SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	NORTHWARD ↑	Yard Limits	Siding Length RT 9500	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Northward
5.0			C T C	167.8	# CPC 24 (Jct Canadian Connector Sub) 2.6	24.3					5.0
				170.4	# CPF 480 (Jct Freight Sub)	21.7					

Canadian Pacific US REGION EAST Timetable NO 201-NEUS
Canadian Connector Sub Module 48

Haulage Factors Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓	CANADIAN CONNECTOR SUBDIVISION STATION PAGE TRAM AREA 1 # 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
2.24			C T C	167.8	# CPC 24 1.1	24.3		Canadian Connector Sub 4900			Down Grade
				168.9	# CPF 478 (Jct Freight Sub)	23.2					

NOTE: Subdivision instructions are included under the Canadian Subdivision.



CANADIAN SUBDIVISION

1.0 Radio and Telephone Information

1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Train Standby	066-066	7	*71#	
Canadian Sub	021-066	5	*51#	911
Colonie Sub	021-066	6	*61#	911
Canadian Connector	021-066	6	*61#	911
Freight Sub CPF 467 to CPF 503	021-066	6	*61#	911
Freight Sub CPF 503 to CPF EMT	021-091	7	*71#	911
VTR Train Dispatcher	060-012		*7 to open *8 to close	
VTR Whitehall Yard	040-040			

Radio Telephone Interface (RTI)

A backup communication system is available in the Saratoga area when normal radio communication is not available between the field and the office. To use a radio as a telephone follow these procedures:

- On channel 032-032, key in ***XX** on DTMF pad.
- When dial tone is heard, enter phone number.
- When party answers use correct radio procedures.
- Press **#XX** on DTMF pad when call is finished.

Station	Connect	Disconnect
Fort Edward	*13	#13
Saratoga	*15	#15
Kenwood	*17	#17
Taylor	*15	#15

1.2 Telephone

CP North Dispatcher	612-904-5824
COTD	612-904-5937
Binghamton Yardmaster	607-771-3002
Binghamton Supervisor Operations	607-771-3010
VTR Train Dispatcher	888-265-2735 or 802-775-2711
SNCR NOC	608-314-9310
SNCR North Creek Fax	972-692-8016

CANADIAN SUBDIVISION

2.0 Speed

2.1 Maximum Freight Speed

	MPH
Canadian Connector Sub	30
CPF 480 – MP 22.0	30
MP 22.0 – MP 78.0	40
MP 78.0 – MP 78.1	25
MP 78.1 – MP 96.8	40
MP 96.8 – MP 97.8	30
MP 97.8 – CPC 100	40
CPC 100 – MP 116.0	35
MP 116.0 – MP 118.0	30
MP 118.0 – MP 120.0	25
MP 120.0 – MP 121.9	30
MP 121.9 – MP 134.5	35
MP 134.5 – MP 142.5	40
MP 142.5 – MP 147.0	25
MP 147.0 – MP 156.0	30
MP 156.0 – MP 167.0	40
MP 167.0 – MP 168.6	25
MP 168.6 – CPC 188	40
CPC 188 – CPC 191	30
Through turnout of all switches and tracks other than main track, not otherwise specified	10
CPC 31 – CPC 33 (Ballston) through turnouts and on siding	25
CPC 36 – CPC 37 (Saratoga) through turnouts and on siding	10
CPC 56 – CPC 58 (Fort Ed) through turnouts and on siding	25
CPC 74 – CPC 77 (Whitehall) through turnouts and on siding	25
CPC 99 – CPC 100 (Fort Ti) through turnouts and on siding	25
CPC 123 – CPC 125 (Howards) through turnouts and on siding	25
CPC 131 – CPC 132 (Wadhams) through turnouts and on siding	10
CPC 148 – CPC 150 (Rockland) through turnouts and on siding	30
CPC 163 – CPC 165 (Bluff Point) through turnouts and on siding	25
CPC 188 – CPC 191 (Rouses Point) through turnouts and on siding	25
CPC 191 to and from siding turnout	10

Rouse Point Running Track

Northward movements 20 MPH except 10 MPH over road crossings at Chapman St MP 190.8, State St MP 190.85 and Pratt St MP 190.92 until crossings are occupied.

Southward movements 25 MPH except 10 MPH over road crossings at Chapman St MP 190.8, State St MP 190.85 and Pratt St MP 190.92 until crossings are occupied.

Canadian Pacific US EAST REGION Timetable NO 201-NEUS
Canadian Sub Module 47

CANADIAN

CANADIAN SUBDIVISION

Speed - Continued

2.2 Maximum Passenger Speed

	MPH
Canadian Connector Sub	30
CPF 480 – MP 22.0	30
MP 22.0 – CPC 24	60
CPC 24 – control point	50
CPC 24 – MP 36.2 (crossover)	60
MP 36.2 (crossover) – CPC 37	50
CPC 37 – MP 54.6	60
MP 54.6 – MP 55.5	45
MP 55.5 – MP 67.4	60
MP 67.4 – MP 69.4	55
MP 69.4 – CPC 77	60
CPC 77 – MP 78.0	50
MP 78.0 – MP 78.1	25
MP 78.1 – MP 79.3	45
MP 79.3 – MP 96.8	50
MP 96.8 – MP 97.8	40
MP 97.8 – CPC 99	50
CPC 99 – MP 99.7	40
MP 99.7 – CPC 100 (curves)	45
CPC 100 – MP 111.1	50
MP 111.1 – MP 111.3	35
MP 111.3 – MP 116.0	50
MP 116.0 – MP 118.0	35
MP 118.0 – MP 120.0	30
MP 120.0 – MP 121.9	35
MP 121.9 – MP 122.3 curve	45
MP 122.3 – MP 122.6 curve	45
MP 122.6 – MP 125.3 curves	40
MP 125.3 – MP 126.2	60
MP 126.2 – MP 129.2 curves	40
MP 129.2 – MP 130.2	60
MP 130.2 – MP 132.9 curves	40
MP 132.9 – MP 133.6	60
MP 133.6 – MP 134.2 curves	40
MP 134.2 – MP 134.3 over bridge	35
MP 134.3 – MP 134.5 curve	40
MP 134.5 – MP 135.9	60
MP 135.9 – MP 136.2 curve	55
MP 136.2 – MP 140.8	60
MP 140.8 – MP 141.3	40
MP 141.3 – MP 142.5	50
MP 142.5 – MP 147.0	30
MP 147.0 – MP 156.0	35
MP 156.0 – MP 159.2	60
MP 158.2 – MP 160.4	50
MP 160.4 – MP CPC 163	60
CPC 163 – MP 167.0	55
MP 167.0 – MP 168.6	25
MP 168.6 – CPC 188	60
CPC 188 – CPC 191	40

CANADIAN SUBDIVISION

MPH

Through turnout of all switches and tracks other than main track, not otherwise specified	10
CPC 31 – CPC 33 (Ballston) through turnouts and on siding	30
CPC 36 – CPC 37 (Saratoga) through turnouts and on siding	30
CPC 56 – CPC 58 (Fort Ed) through turnouts and on siding	30

CPC 74 – CPC 77 (Whitehall) through turnouts and on siding	30
CPC 99 – CPC 100 (Fort Ti) through turnouts and on siding	30
CPC 123 – CPC 125 (Howards) through turnouts and on siding	30
CPC 131 – CPC 132 (Wadhams) through turnouts and on siding	15
CPC 148 – CPC 150 (Rockland) through turnouts and on siding	30
CPC 163 – CPC 165 (Bluff Point) through turnouts and on siding	30
CPC 188 – CPC 191 (Rouses Point) through turnouts and on siding	30
CPC 191 to and from siding turnout	10

Rouses Point Running Track

Northward movements 20 MPH except 10 MPH over road crossings at Chapman St MP 190.8, State St MP 190.85 and Pratt St MP 190.92 until crossings are occupied.

Southward movements 25 MPH except 10 MPH over road crossings at Chapman St MP 190.8, State St MP 190.85 and Pratt St MP 190.92 until crossings are occupied.

2.2 Cold Weather Speed Restriction

Temperature minus -15 degrees F or colder
 MP 59.5 – MP 141

35 MPH

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

2.3 Hot Weather Speed 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 31 to MP 32
 MP 59 to MP 60
 MP 185 to MP 186

CANADIAN SUBDIVISION

3.0 Tabular General Bulletin Order/Track Bulletins

3.1 Canadian 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 CPF 480 and CPC 191.

Centralized Traffic Control is in use between CPF 478 and CPC 24 for the Canadian Connector Subdivision.

4.2 Authority

Between CPF 480 and Rouses Point and between CPF 478 and CPC 24 on Canadian Connector Sub, CTC rules are in effect

4.2.1 Track and Time—Intermediate Signals

Track and Time will be given between control point and control point except intermediate signal locations may be used as identified below to denote beginning or end of track and time limits.

CPC 188 to CPC 165

Intermediate signals 1818 and 1819

Intermediate signals 1737 and 1738

CPC 163 to CPC 150

Intermediate signals 1555 and 1556

CPC 148 to CPC 132

Intermediate signals 1435 and 1436

Intermediate signals 1373 and 1372

CPC 123 to CPC 100

Intermediate signals 1153 and 1154

Intermediate signals 1069 and 1070

CPC 99 to CPC 77

Intermediate signals 900 and 901

Intermediate signals 845 and 846

CPC 74 to CPC 58

Intermediate signals 652 and 653

CPC 56 to CPC 38

Intermediate signals 469 and 470

4.3 Main Track Designation

Single Main Track between Rouses Point and CPF 480 and between CPF478 and CPC 24 on Canadian Connector Sub.

4.4 Yard Limits

Not Applicable

4.5 Interlockings

Not Applicable

CANADIAN SUBDIVISION

5.0 Equipment Restrictions and Securement Exceptions

Equipment Restrictions

5.1 Curtis Lumber Siding MP 29.6

Six axle units prohibited

5.2 Ballston Industrial Track MP 30.8

Six axle units prohibited

5.3 Grande Industrial Park MP 35.9

Six axle units prohibited

5.4 Slack Chemical MP 36.0

Six axle units prohibited

5.5 Gansevoort MP 48.8

Six axle units prohibited

5.6 Glens Falls Industrial Track MP 55.4

Six axle units prohibited

5.7 Fort Ann MP 66.6

Six axle units prohibited

5.8 IP Mill #10 MP 103.4

Six axle units prohibited

5.9 Plattsburgh Industrial Track MP 162.9

Six Axle units prohibited except six axles are allowed from controlled siding switch to South Junction road and on Chateaugay branch up to first bridge.

5.10 Bluff Wye MP 164.0

Six axle units prohibited

5.11 Georgia Pacific MP 168.8

Six axle units prohibited

5.12 Maximum Car Weights and Speed

Trains handling 286,000 gross weight cars are governed as follows:

Speed restriction over bridges as indicated below for trains handling 286,000 capacity cars weighing 268,000 up to 286,000.

Bridge MP 100.78 20 MPH

Bridge MP 117.46 20 MPH

Speed restriction over bridges applies only for the loaded car(s) not the entire consist, unless otherwise stated.

5.13 Plattsburgh

Only the following units may be used in Bombardier for switching in their facility over the third rail cover in the test area: DH 7303, DH 7304, CP 7305 and STLH 7306.

CANADIAN SUBDIVISION

Equipment Restrictions and Securement Exceptions - continued

5.14 Saratoga Yard

Due to restricted clearance employees are prohibited from riding the side of equipment at the following locations:

- East side of number 2 switch and track 8 at overhead bridge on south end of yard.
- Southside of the inside track of Saratoga Warehouse track.

5.15 Height Restrictions

Double stack equipment of two 9 feet 6 inch containers which do not exceed 20 feet 2 inches high above the top of the rail are permitted to operate on the Canadian Subdivision.

5.16 Glens Falls Industrial Track

Locomotives prohibited on scales in track CK-1

Trains handling 286,000 capacity car weighing over 268,000 up to 286,000 are prohibited on this industrial track.

Due to restricted clearances employees are prohibited from riding the side of equipment at the Glens Falls Cement Company.

5.17 Plattsburgh Industrial Track

Trains handling 286,000 capacity car weighing over 268,000 up to 286,000 are prohibited on this industrial track.

Securement Exceptions

No Exceptions

6.0 Movement Over Public Crossings

6.1 Whistle and Bell—Bridge 31.99

Whistle posts displaying a "W" are located at MP 31.12 for northward trains and at MP 32.57 for southward trains to warn of approaching trains in the vicinity of bridge 31.99. A whistle or horn signal must be sounded as required by GCOR Rule 5.8.2 (7) and the engine bell sounded.

6.2 Whistle and Bell—Saratoga Yard

Whistle or horn signal must be sounded as required by GCOR Rule 5.8.2 (7) and the engine bell sounded by all trains operating on the main track between CPC 35 and crossover switches at MP 36.20. Whistle posts are not displayed.

CANADIAN SUBDIVISION

6.3 CPC 31

Northward trains stopping for CPC 31 must stop south of private road crossing at MP 30.6 and may proceed after receiving a permissive signal at CPC 31.

6.4 CPC 125

Southward trains stopping for CPC 125 must not block Napper Road crossing at MP 124.93.

6.5 Howard Siding

Trains left unattended in Howard Siding that will remain at this location between sunrise and sunset must not block private crossing on south end. If necessary train must be cut.

6.6 Glen Falls Industrial Track

All crossings must have warning provided by crew member on ground until crossing is occupied, except between 55.4 and 60.0

6.7 Plattsburgh Industrial Track

All crossings must have warning provided by crew member on ground until crossing is occupied.

7.0 Quiet Zones

Not Applicable

8.0 Switch and Derail Information

8.1 Electric Locks

Station	MP	Location of Switch
Saratoga	32.2	Crossover to running track
Saratoga	35.3	South Switch to West Yard
Saratoga	36.1	North Switch to West Yard
Saratoga Flour	44.3	Saratoga Flour
Fort Ed	56.4	North Leg of Wye
Comstock	70.4	Electric Lock
Dresden	86.6	Dresden Siding
Ticonderoga Mill	103.4	IP Ticonderoga Mill 10
Willsboro	141.6	Willsboro Passing Track
Plattsburgh	168.9	Boyntons (Georgia Pacific)
Rouses Point	189.4	Crossover to Controlled Siding

9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

9.1 Trackside Warning Detectors – Locations

Milepost	Type of Detector	Call Back
38.1	HBD/DED	N/A
72.8	HBD/DED/HCD 19'6"	N/A
101.9	HBD/DED	N/A
126.2	HBD/DED/HWD	#126255
154.6	HBD/D50/HWD	#154655
173.3	HBD/DED/HWD/HCD	#173355
186.9	HBD/DED/HWD	#186955

CANADIAN SUBDIVISION

10.0 Other Tracks

10.1 FRA Excepted Track

GCOR Rule 6.12 applies to the following tracks:

- Ballston Spa Industrial Track
- Coolidge Industrial Track
- Glens Falls Industrial Track
- Freydenburg Industrial Track
- Plattsburgh Industrial Track

10.2 Saratoga Running Track

Extending northward a distance of 1.7 miles (9500 feet) between CPC 35 and CPC 36. Requires permission from Binghamton Yardmaster when on duty, CP North Dispatcher when yardmaster is not on duty.

10.3 Ballston Spa Industrial Track

Located on the Canadian Subdivision at MP 30.8. Rule 6.28 applies not exceeding 5 MPH.

10.4 Coolidge Industrial Track

Extending between MP 59.6 (Glens Falls Industrial Track) and MP 60.8.

Rule 6.28 applies not exceeding 5 MPH

10.5 Glens Falls Industrial Track

Extending between MP 55.4 and MP 60.9 for a distance of 5.5 miles.

Rule 6.28 applies not exceeding 10 MPH between MP 55.4 and MP 59.6. All other tracks not exceeding 5 MPH.

10.6 Freydenburg Industrial Track

Located on the Plattsburgh Industrial Track at Otis Junction MP 3.5 for a distance of 2.1 miles.

Rule 6.28 applies not exceeding 5 MPH.

10.7 Parc Industrial Track

Extending Northward a distance of 2.5 miles from West Wye switch to Freydenburg Industrial Track. Bombardier has permission to occupy track

Rule 6.28 applies.

10.8 Plattsburgh Industrial Track

Extending northward a distance of 4.2 miles between South Junction and End Track. South Junction is located on the Canadian Subdivision at MP 162.92.

Rule 6.28 applies not exceeding 5 MPH.

Locations on the Plattsburgh Industrial track

South Junction MP 0.0
 Chateaugay Switch MP 1.3
 Otis Jct (Freydenburg Industrial) MP 3.5
 End Track MP 4.2

CANADIAN SUBDIVISION

10.9 Former Adirondack Running Track

Rule 6.28 applies from CPC 38 to end of CP ownership at MP 39.44 at location of derail. Beyond MP 39.44 is operated by the Saratoga North Creek Railroad and governed by their Operating Rules and Timetable.

11.0 General Information

11.1 Whitehall Yard

VTR railroad operates under the General Code of Operating Rules. Movements on VTR tracks will be made under GCOR 6.28 not to exceed 10 MPH.

Yarding, lifts, and/or setoff instructions will be received from the VTR train dispatcher when on duty and may be relayed by the CP North Dispatcher at other times. VTR instructions may be conveyed through the yardmaster at the originating terminal of the train that is to utilize the yard.

The VTR train dispatcher is on duty 24 hours per day.

Trains must be reported clear of the yard when work is completed at Whitehall..

11.2 Fort Edward Yard

Yardmaster at Binghamton Yard is in charge of Fort Ed Yard.

11.3 Saratoga Yard

Yardmaster at Binghamton Yard is in charge of Saratoga Yard and can be contacted on Radio Channel 032-032 using radio telephone interface procedure.

11.4 Rust on Rails—CPC 31

At CPC 31 when switch lined for Ballston Industrial Track, train dispatcher must not change switch position until notified by employee using switch that equipment is clear of the Control Point.

11.5 CPC 33

Northward trains must not pass "Stop Trains Here" sign when stopping for CPC 33.

11.6 Abbreviations

The following abbreviations may be used in additions to those abbreviations listed in the operating rules.

EMT	End Main Track	PH	Port Henry
SARA	Saratoga Springs	WB	Willsboro
FE	Fort Edward	PK	Port Kent
FT	Fort Ticonderoga	PB	Plattsburgh
RT	Running Track	RP	Rouses Point
WH	Whitehall	CPT	Crown Point

CANADIAN SUBDIVISION

General Information - continued

11.7 Rouses Point—Hayford Highway Crossing

An air pipe is installed through the Hayford road crossing south of Rouses Point Siding. The airline is installed on the west side of the main track and number 2 track. It extends approximately 250 feet both north and south, with a 40 feet air hose with glad hand attached. The glad hand is equipped with a pressure release valve. The air hose should be applied to the train whenever the crossing is required to be cut. When air hose is not in use it must be hung on stand.

Procedures for attaching the air hose:

- Secure portion of train to be left standing per rules.
- Separate train at least 50 feet.
- Attach air hose to portion of train left standing first.
- Pull head end of train across the crossing.
- Attach air hose to head end of train and open angle-cock.
- Secure head end of train.
- Note that air is being restored to train.

Procedures for removing air hose from train:

- Close angle cock on head portion of the train
- Depress bleeder valve on glad-hand for at least 10 seconds to release pressure.
- Replace hose on stand
- Remove hose from standing portion of train and replace on stand.
- Recouple train, make appropriate brakes tests and depart.

11.8 Saratoga Springs

Saratoga and North Creek has leased the station tracks around the Amtrak station. If CP trains need to use these tracks they will need to get permission from S&NC NOC before using the tracks. S&NC NOC telephone number is 608-314-9310, fax: 972-692-8016 and email: dispatcher@iowapacific.com.

11.9 Rouses Point Running Track

Extending northward a distance of 1.5 miles between CPC 191 and Rouses Point Junction, USA/Canada Border Junction with LaColle Sub. Requires permission from CP North Dispatcher.

Northward

Movements may pass CPC 191 after receiving either a signal indication or verbal permission from CP North Dispatcher. Northward movements must be reported clear at Rouses Point Jct to CP North Dispatcher.

Southward

Movements must not proceed beyond Rouses Point Jct MP 0.0 LaColle Sub (USA/Canada Border) until verbal authorization is received from the CP North Dispatcher.

CANADIAN SUBDIVISION

11.10 Procedures For International Border

Southward trains operating on the Rouses Point Running Track need to maintain a speed of 5 to 7 mph passing VACIS inspection location. A freight train requiring to stop at this location must stop a minimum of 300' north of the VACIS inspection location to ensure the speed requirement is met when train proceeds southward. A reflective sign stating "300 ft to VACIS" with white background and black letters is placed at the required stopping point.

Locations on the Rouse Point RunningTrack:

CPC 191.....	MP 190.58
Rouses Point.....	MP 191.00
Junction Switch (Jct CN)	MP 191.01
Rouses Point Jct (LaColle Sub)	MP 192.10

Customs

All crews (US/Canadian) are advised that when arriving in Rouses Point they must stop at the VACIS machine and report to the Custom Officer presenting their CP ID as well as a personal ID with a picture (Enhanced Driver's License or Passport). If crew change is done prior to the VACIS machine, crew must wait until the Customs Officer arrives and gives his/her OK before they depart.

Southward movements on LaColle Sub must **STOP** their train at LaColle, contact the LaColle Sub RTC who will then contact Border Services to determine whether or not the train has been cleared into the USA, and can proceed to the border. Once Border Services advises the LaColle Sub RTC of the final plan, this information will be conveyed to the train crews.

This authority allows the train into the USA and only allows the movements to the CN (Diamond) switch. The crews must wait at this location until the USA Customs Officer arrives and clears the employees into the USA. Under no circumstances is the crew allowed to pass this location until they have been cleared by customs.

Setting Off or Lifting Custom Hold Cars

Crews (US/Canadian) pulling through the VACIS are responsible for the following items.

1. When advised by customs that a Custom hold car or multiple cars are to be set off, call the CP North Dispatcher on the proper radio channel and advise them of the car number(s) to be set off and location in the train. CP North Dispatcher will inform the train crew if a custom hold car has been released and needs to be lifted.
2. Make the set off on the proper track.
3. Update paper work to indicating car numbers and revise train tonnage, length etc.

It is important to note, unless outlawed, the crew pulling through the VACIS is responsible to make the set off.

Train crew must not leave Rouses Point until they have received permission from one of the following:
US Customs, CP North Dispatcher or LaColle Sub RTC regarding customs clearance.

**Canadian Pacific US EAST REGION Timetable NO 201-NEUS
Colonie Sub Module 49**

COLONIE

Haulage Factors Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓ Distance From Kenwood CPO 1	COLONIE 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
2.58	3848		C	19.5	# CPF 468 (Controlled by CP North Dispr) (Jct Freight Sub)	19.7					
					2.3						
				17.2	# CPO 17	17.4					
					5.3						
	3946		T	11.9	WATERFORD	12.1					
					3.2						
	3944			8.7	COHOES	8.9					
					3.3						
				5.0	# CPO 5	5.6					
	3883			4.2	COLONIE CPO 4	4.4		5540			
					4.2						
		J	C	0.0	# CPO 1 (Jct CSX)	0.2					
			Rule 6.28		East Runner West Runner Kenwood Yard						2.93

COLONIE SUBDIVISION

1.0 Radio and Telephone Information

1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Train Standby	066-066			
Colonie Sub	021-066	6	*61#	911
Canadian Sub	021-066	5	*51#	911

1.2 Telephone

CP North Dispatcher 612-904-5824
 Binghamton Yardmaster 607-771-3002
 Binghamton Supervisor Operations .. 607-771-3010

COLONIE SUBDIVISION

1.3 Radio Telephone Interface (RTI)

A backup communication system is available in the Saratoga area when normal radio communication is not available between the field and the office. To use a radio as a telephone follow these procedures:

- On channel 032-032, key in *12 on DTMF pad.
- When dial tone is heard, enter phone number.
- When party answers use correct radio procedures.
- Press #12 on DTMF pad when call is finished.

COLONIE SUBDIVISION

2.0 Speed

2.1 Maximum Speed

	MPH
CPO 1 – control point.....	10
CPO 1 - CPF 468.....	25
Through turnout of all switches and tracks other than main track, not otherwise specified..	10
CPO 4 – CPO 5 (Colonie) through turnouts and on siding.....	10
Erie Global Facility Track	5
Stone Management.....	5

2.2 Cold Weather Speed Restrictions

Not Applicable

2.3 Hot Weather Speed Restrictions

Not Applicable

2.4 Speed Test Sections

MP 2 to MP 3

MP 16 to MP 17

3.0 Tabular General Bulletin Order/Track Bulletins

3.1 Colonie 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 CPO 1 and CPF 468.

4.2 Authority

Between CPO 1 and CPF 468 – CTC rules are in effect.

4.3 Track Designation

Single Main Track between CPO1 and CPF 468.

4.4 Yard Limits

Not Applicable

4.5 Interlockings

Not Applicable

COLONIE SUBDIVISION

5.0 Equipment Restrictions and Securement Exceptions

Equipment Restrictions

5.1 Height Restrictions

Double stack equipment of two 9' 6" containers which do not exceed 20' 2" high above top of rail is permitted to operate on the Colonie Subdivision.

5.2 Kenwood – Six axle locomotives prohibited on the following tracks:

- MP 2.3—Surpass Chemical
- CPO 1 to CSXT CP145—Bull Run
- Kenwood yard track – North 1
- Kenwood Global Lead*
- Erie Global Facility

5.3 Colonie - Six axle locomotives prohibited on the following tracks:

- MP 4.1—Altech
- Colonie Yard

5.4 Stone Management MP 6.5

Six axle locomotives are prohibited.

5.5 Cohoes - Six axle locomotives prohibited on the following track:

- MP 8.3—Mohawk Paper

5.6 Waterford - Six axle locomotives prohibited on the following tracks:

- MP 12.1—GE Waterford West, except light six axle DC engines are allowed.
- MP 13.0—Degussa
- MP 13.4—Monsie Products

5.7 Mechanicville - Six axle locomotives prohibited on the following tracks:

- MP 17.4—American Tissue

Securement Exceptions

No exceptions

COLONIE SUBDIVISION

6.0 Movement Over Public Crossings

6.1 CPO 4

Northward trains stopping for CPO 4 must stop south of Cemetery Road crossing at MP 3.97 and may proceed after receiving a permissive signal at CPO 4 or when authorized verbally to proceed from the train dispatcher.

6.2 CPO 17

Northward trains stopping for CPO 17 must stop south of private road crossing at MP 17.18 and may proceed after receiving a permissive signal at CPO 17 or when authorized by the Train Dispatcher.

6.3 Saratoga and Spring Streets

Stop Posts are located 60 feet North and 120 feet South of the intersection of Saratoga and Spring Streets, Cohoes, NY, MP 8.19, on the Mohawk Paper Company siding.

Trains must stop at the Stop Posts to place the highway signals to Stop. Signals governing train movement are located on masts on the east side of the track. When a yellow light is displayed on these signals, it indicates that highway signal displays Stop and train may proceed. If highway signal is found to be malfunctioning, crossing must be protected by a person on the ground at crossing until occupied.

6.4 Erie Global Facility

Trains must approach road crossing 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:

- Erie Blvd MP 1.43 – entering or leaving Global Erie Blvd. facility.

7.0 Quiet Zones

Continuous Quiet Zone

7.1 Watervliet

Continuous Quiet Zone covering the following road crossings:

19 th Street	MP 6.08
23 rd Street	MP 6.13
24 th Street	MP 6.23
25 th Street	MP 6.32

COLONIE SUBDIVISION

8.0 Switch and Derail Information

8.1 Electric Locks

MP	Location
1.45	North Albany Yard
1.5	Erie Global Facility
6.5	Stone Management
8.2	Mohawk Paper North
12.3	Waterford

9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

Not Applicable

10.0 Other Tracks

10.1 Kenwood Running Tracks West and East

Extending southward a distance of 1.3 miles from CPO 1 to 235 feet north of Green St. Requires permission from CP North Dispatcher, either verbally or by signal indication at CPO 1. Train Dispatcher is required to coordinate with yardmaster prior to permitting trains to pass CPO1 onto the running track.

10.2 FRA Excepted Track - Rule 6.12

Global Erie Facility Track

11.0 General Information

11.1 Rust on Rails—CPO 1

At CPO 1 when switch lined for CSXT Railroad, train dispatcher must not change switch position until notified by employee using switch that equipment is clear of the Control Point.

11.2 Milepost Designation

The letter 'A' may prefix milepost or mileage location.

11.3 Abbreviations

The following abbreviations may be used in additions to those abbreviations listed in the operating rules.

EMT	End Main Track
SARA	Saratoga Springs
RT	Running Track
KN	Kenwood

11.4 Kenwood Yard

Yardmaster at Binghamton Yard is in charge of Kenwood Yard and can be contacted on AAR Radio Channel 032-032 using radio telephone interface procedure, or by phone at 607-771-3002 or Binghamton TYC at 607-771-3010.

COLONIE

This page left blank intentionally.

Canadian Pacific US EAST REGION Timetable NO 201-NEUS
Freight Sub Module 50

Haulage Factors Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓	FREIGHT SUBDIVISION STATION PAGE TRAM AREA 1 # 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 CPO 1 Kenwood		Mile Post Location					
2.71	3848		C	18.9	(Jct Colonie Sub) (Jct Pan Am Southern) # CPF 468 MECHANICVILLE # CPF 469	467.5 469.5		10342		472.0	2.85
				19.5	.6 # CPF 470 (Jct Avenue Running Track)	470.1					
				26.5	5.0 # CPF 475 CRESCENT	475.1		9500			
				28.4	# CPF 477	476.9					
					1.1 # CPF 478 (Jct Canadian Connector Sub)	478.0					
				29.5	2.1						
2.12			C	31.6	(Jct Canadian Sub) # CPF 480 (CSE)	480.1		CSE 10600		3.6	
				33.0	# CPF 481 (CSW)	481.5					
				34.1	MOHAWK # CPF 483	482.6		CSW 5600			
					2.1						
				36.2	# CPF 485 (Jct Amtrak)	484.7					
					13.9						
1.43	3952		C	50.1	# CPF 499 DELANSON	498.6		24000		503.3	2.24
				54.6	# CPF 503 (CP North Dispatcher)	503.1					
2.15	3923		C		(CP South Dispatcher) 23.2					528.1 547.8 561.5 583.1 596.5 607.6	2.5
				77.8	# CPF 526	526.3		7400			
				79.3	RICHMONDVILLE # CPF 528	527.8					
	3918			19.2	COOPERSTOWN JCT (Jct C&CV)	547.0					
					7.0						
	3916			105.5	# CPF 554 ONEONTA	554.0		15000			
				108.6	# CPF 557	557.1					
					29.8						
1.39			T	138.4	# CPF 587 AFTON	586.9		15670		583.1 596.5 607.6	2.5
	3910			141.6	# CPF 590	590.1					
					8.6						
				150.2	# CPF 599 (Belden Tunnel)	598.7					
Down Grade			C		12.5					607.6	1.9
				162.7	# CPF 611 BINGHAMTON (End of MT)	611.2 612.8		6150			
				164.3							
2.71		I	Rule 6.28		(Buffalo Running Track) (Binghamton running Track)					5.0	
				165.6	# BD (Jct of No. 1 and No. 2 Running Tracks)	614.1					
	3800	B		167.5	1.9 Binghamton (Jct Sunbury Sub)	616.0					

FREIGHT

Canadian Pacific US EAST REGION Timetable NO 201-NEUS
Freight Sub Module 50

FREIGHT SUBDIVISION

1.0 Radio and Telephone Information

1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Freight Sub CPF 468 to CPF 503 North Dispr	021-066	6	*61#	911
Train Standby CPF468 to CPF 503	066-066			
Freight Sub CPF 503 to EMT South Dispr	066-066	7	*71#	911
Train Standby CPF503 to EMT	091-091			
Canadian Connector	021-066	6	*61#	911
Canadian Sub	021-066	6	*61#	911
Binghamton Yard	032-032			
Air Brake Tests will be performed on channel Return to Yard channel at completion of test	091-091			
NS Southern Tier Dispr	046-046		724	911
B&M Road (Train to Dispr)	094-070			
B&M Head End (Dispr to Train)	070-094			
B&M Yard	086-086			

1.2 Radio—NS Railroad Field Emergency Situations

When an emergency situation arises on or near the NS Railroad Southern Tier Main Line at BD, an employee will switch to the NS Southern Tier Train Dispatcher channel and key in 911. This will transmit an "EMERGENCY" call to the NS Train Dispatcher/Control Operator. This emergency indication will be immediately displayed on all Train Dispatcher/Control Operator screens which display the activated base station(s). When the Train dispatcher/Control Operator receives 9-1-1 call on the monitor, console audio is also triggered allowing immediate access to the Train Dispatcher/Control; Operator who must immediately respond.

1.2 Telephone

CP North Dispatcher	612-904-5824
CP South Dispatcher	612-904-6113
Binghamton Yardmaster	607-771-3002
Binghamton Supervisor Operations	607-771-3010
B&M District 3 Train Operations Manager.....	800-955-9207
B&M District 3 Train Operations Manager.....	978-663-9315
B&M Operations Desk	800-955-9208
B&M Operations Desk	978-663-9317

FREIGHT SUBDIVISION

2.0 Speed

2.1 Maximum Speed – Speed applies to all trains unless otherwise noted.

	MPH
CPF 468 control point.....	25
CPF 468 – MP 470.0	30
MP 470.0 – CPF 480	40
CPF 480 – MP483.3 (Psgr Trains)	50
CPF 480 – MP 486.1	30
MP 486.1 – CPF 499	40
CPF 499 – CPF 503	35
CPF 503 – control point.....	30
CPF 503 – MP 520.2.....	40
MP 520.2 – MP 520.5.....	35
MP 520.5 – MP 562.7	40
MP 562.7 – MP 563.0	25
MP 563.0 – CPF 590	40
CPF 590 – EMT MP 612.75	35
Through turnout of all switches and tracks other than main track, not otherwise specified	10
CPF 468 – CPF 469 (Mechanicville) through turnouts and on siding	25
CPF 475 – CPF 477 (Crescent) through turnouts and on siding	25
CPF 480 to CPF 483 (Mohawk) CSE and CSW through turnouts and on both sidings	25
CPF 499 – CPF 503 (Delanson) through turnouts and on siding	25
CPF 526 – CPF 528 (Richmondville) through turnouts and on siding	25
CPF 554 – CPF 557 (Oneonta) through turnouts and on siding	25
CPF 587 – CPF 590 (Afton) through turnouts and on siding	25
CPF 611 – EMT (Binghamton) through turnouts and on siding	25
Oneonta on all yard tracks.....	5
Binghamton all yard tracks unless otherwise indicated	10
Bulifalo Running Track.....	10
except between EMT and MP 613.5.....	20
Binghamton Running Track.....	10
except between EMT and MP 613.5.....	20
No. 1 Running Track	10
except between MP 618 and MP 619.3	20
No. 2 Running Track	10
except 20 between MP 618 and Binghamton Container (BC)	20
Binghamton locomotive and car shop repair areas	5

FREIGHT SUBDIVISION

Speed – continued

2.2 Cold Weather Speed Restrictions

Temperature minus -30 degrees F or colder

Entire Sub35 MPH
Unless more restrictive speed is 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 505 to MP 506

MP 532 to MP 533

MP 583 to MP 584

MP 607 to MP 608

3.0 Tabular General Bulletin Order/Track Bulletins

3.1 Freight 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 CPF 468 and End Main Track (EMT).

4.2 Authority

Between CPF 468 and End Main Track (EMT) – CTC rules are in effect.

Track and Time—Intermediate Signals

Track and Time will be given between control point and control point except intermediate signal locations may be used as identified below to denote beginning or end of track and time limits.

CPF 485 to CPF 499

Intermediate signals 4914 and 4915

CPF 503 to CPF 526

Intermediate signals 5106 and 5107

Intermediate signals 5186 and 5187

CPF 528 to CPF 554

Intermediate signals 5344 and 5345

Intermediate signals 5420 and 5421

CPF 557 to CPF 587

Intermediate signals 5646 and 5647

Intermediate signals 5716 and 5717

Intermediate signals 5786 and 5787

CPF 590 to CPF 611

Intermediate signals 5964 and 5965

Intermediate signals 6021 and 6022

FREIGHT SUBDIVISION

Mechanicville

CPF 468 is under control of the CP North Train Dispatcher. North Billerica ST train dispatcher will authorize movements to Pan Am Southern trackage by signal indication and CP North train dispatcher will authorize movements by signal indication for CP trackage. If movement is from CP to PAS or PAS to CP both train dispatchers will need to line up for the proper movements in order to get a signal indication.

If conditions occur that would prevent a normal remote operation of the control point and a train is stopped at an Absolute signal for CPF 468 on either the PAS or CP, trains will contact the CP train dispatcher for permission to pass signal displaying Stop. If it is a move from PAS to PAS past an absolute signal before CP train dispatcher can authorize movement pass Stop signal they must obtain permission from the ST train dispatcher in North Billerica.

CP North train dispatcher will authorize all maintenance of way activities within the control point. If such maintenance of way activities involve PAS trackage within the control point such authority can only be granted after the ST train dispatcher is so notified.

4.3 Track Designation

Single main track between CPF 468 and End Main Track (EMT).

End Main Track (EMT)

Northward trains on the Buffalo or Binghamton Running Tracks must not pass signal located at End Main Track MP 612.75 without verbal permission of the train dispatcher.

4.4 Yard Limits

Not Applicable

4.5 Interlockings

BD—NS Railroad

BD - manual interlocking controlled by the NS Southern Tier Train Dispatcher.

All CP crews traveling through NS CPBD need to establish communication with the NS Southern Tier Dispatcher on radio channel 046-046 (call in code 724) before accepting any signal at CPBD.

You are also required to have a portable radio on channel 046-046 while traveling through CPBD to monitor the NS radio channel until your movement is completely clear of the interlocking.

FREIGHT

FREIGHT SUBDIVISION

Engineering Services movements through BD Interlocking.

ES employees that need permission to make movements through BD interlocking must obtain a NS Track Authority Form or a copy of the form and comply with the following written procedure. Verbal permission is no longer issued.

Operating through BD Interlocking:

1. The form is stated by the train dispatcher and repeated by employee receiving.
2. Receive a box 3 "Work Between" to operate in both direction between BD and BD.
3. Receive a box 13 "Other specific instructions" that states your routing.

Example "operate from track 3 to track 5".

4. Operate at restricted speed not exceeding 15 MPH.
5. Report clear when movement is clear of the limits indicating authority number, identification and limits cleared. Write on bottom of form "Limits Reported Clear at (time)".
6. Write VOID across the form and keep to end of duty.

Verbal permission to go one track car length against the current of traffic at BD interlocking is not permitted. The method as described above must be used.

5.0 Equipment Restrictions and Securement Exceptions

Equipment Restrictions

5.1 Height Restrictions

Double stack equipment of two 9' 6" containers which do not exceed 20' 2" high above top of rail are permitted to operate on the Freight Subdivision.

Conductors must notify the train dispatcher of such equipment in their train and the train dispatcher must not route such equipment to connecting railroads.

5.2 Snap Cap – MP 472.8

Six axle units prohibited.

5.3 Schoharie – MP 507.3

Six axle units prohibited.

5.4 I. I. Richer/Central Bridge – MP 508.0

Six axle units prohibited.

5.5 Howes Cave – MP 511.4

Six axle units prohibited.

5.6 Howes Cave – MP 511.4

Engines must not be operated over the scale track on track 4 in the cement plant. Additional cars must be used as spacers to spot cars beyond the scales on track 4.

FREIGHT SUBDIVISION

5.7 Cobleskill – MP 516.8

Six axle units prohibited.

5.8 Summit – MP 527.9

Six axle units prohibited.

5.9 Colliersville Gas – MP 548.6

Six axle units prohibited.

5.10 Oneonta Yard

Six axle units prohibited on all tracks except Southbound 1 (Yard 1) on west side of the siding and Northbound 3 located on the east side of the main track.

5.11 Afton Gas – MP 584.9

Six axle units prohibited.

5.12 Cold Storage – MP 613.8

Six axle units prohibited.

5.13 Stanford Seed – MP 613.9

Six axle units prohibited.

5.14 Binghamton Yard

Due to restricted clearance on Binghamton Yard tracks 6 through 17, employees are not to ride the side of the equipment that is passing equipment on the adjacent track.

Securement Exceptions

5.15 Securing Equipment on Running Tracks

Number 1 and Number 2 Running Tracks require a minimum of one hand brake for three (3) cars or less and a minimum of two hand brakes for more than three (3) cars. All other requirements of securing equipment remain in effect.

5.16 Securing Equipment in Binghamton Yard

When switching in Binghamton Yard tracks 1 through 17, the first car or block of cars must be placed into a clear track with one hand brake applied on the leading end. The yardmaster must be notified of the car number and the yardmaster will log the car number for each track and show these numbers on the yard situation report that is given to each yard crew.

When a crew is not in the yard switching for any reason, including breaks or at the end of their shift, a hand brake will be applied to the end of the yard for each track in which the crew was switching. At a minimum one hand brake will be applied on the north end and one hand brake will be applied on the south end.

When crews are required to couple up tracks they will have the car number and release the brake where the coupling is made on other than the leading car. The yardmaster will be notified that the hand brake was released and correct the yard situation report. No car may be pulled or shoved with any hand brake applied. All other requirements of securing equipment remain in effect.

FREIGHT SUBDIVISION

6.0 Movement Over Public Crossings

6.1 Binghamton NO 1 and NO 2 Running Tracks

Train and engine movements over all public crossings are required to comply with Rule 6.32.2.

7.0 Quiet Zones

Not Applicable

8.0 Switch and Derail Information

8.1 Electric Locks

MP	Location Name
485.7.....	North end Depress Track
486.0.....	South end Depress
508.0.....	I.L. Richer Feed
511.7.....	Howes Cave Switch
516.7.....	Cobleskill
527.7.....	South End Summit Siding
547.9.....	Cooperstown Junction
575.5.....	Long Branch North
576.3.....	Long Branch South
586.2.....	North end Afton switch track
586.9.....	South end Afton switch track

8.2 Binghamton Crossovers

All crossovers between the Number 1 and Number 2 Running Tracks are not to be used for general switching operations unless authorized by the Binghamton Terminal Coordinator.

9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

9.1 Trackside Warning Detectors - Locations

Milepost	Type Detector	Call Back
472.0	DED, HBD	N/A
503.3	DED, HBD	N/A
528.1	DED, HBD	N/A
547.8	DED, HBD	N/A
561.5	DED, HBD	N/A
583.1	DED, HBD, HCD 20'2"	N/A
596.5	DED	N/A
607.6	DED, HBD	N/A

10.0 Other Tracks

10.1 Mechanicville

Avenue Running Track extends from CPF 470 to the "end/Begin RT" signs located just west of the switch to the Auto Lead Track. Permission must be secured from District 3 Operations Manager before occupying track. Movements are then governed by NORAC 98 Restricted speed not exceeding 10 MPH.

FREIGHT SUBDIVISION

10.2 Locomotive and Car Repair Service Areas

Entrances to these service areas are indicated by signs.

10.3 Buffalo Running Track Power Switch

Buffalo Running Track has a Dual Control Power Switch at MP 612.9 and is controlled by the NYS&W train dispatcher in Cooperstown, NY. Permission to operate the switch must be obtained from the Binghamton Yardmaster.

Red	Switch not locked – Operate by hand
Yellow	Switch locked for NYS&W Railroad
Green	Switch locked for Buffalo Running Track
No lights illuminated	Status of switch is unknown – operate by hand

10.4 Binghamton – Running Tracks

The following Running Tracks as indicated below are controlled by the Binghamton Yardmaster. When Yardmaster is not on duty, the train dispatcher will control the Running Tracks in the Binghamton Terminal.

- **Buffalo Running Track**

Extends southward from EMT (Single Main Track) MP 612.75 to NS Railroad QD for a distance of 1.5 miles.

- **Binghamton Running Track**

Extending southward a distance of 1.3 miles from EMT (Controlled Siding Track) MP 612.75 to NS Railroad BD MP 614.3.

- **No. 1 Running Track**

Extending southward a distance of 5 miles from BD to hand operated switch at MP 619.3.

- **No. 2 Running Track**

Extending southward a distance of 6 miles from BD to Binghamton Container at MP 620.2.

10.5 BD Connecting Track

The BD Connecting Track Located 30 feet south of BD Interlocking off the NO 2 Running Track is under the permission of the NYS&W train dispatcher in Cooperstown, NY. Permission to reverse hand operated switch (BD West Sw) must be obtained from the Binghamton Yardmaster. When switch is not in use for the connecting Track, it must be lined in the normal position for operation on the No 2 Running Track.

FREIGHT

FREIGHT SUBDIVISION

Other Tracks – continued

10.6 Binghamton Yard Fuel Tracks

Between the hours of 2300 and 0700 daily, Use of Fuel Track 1 and Fuel Track 2 is under the permission of the Binghamton Yardmaster and under the mechanical department at all other times. During hours of 2300 to 0700, all movements on these tracks including inbound or outbound to the yard requires permission from the Binghamton Yardmaster. Equipment left standing must not block crossings or be left on these tracks where it could interfere with another movement on another track.

CAUTION: Employees must be aware of location of structures or obstructions where clearances are close and be on the lookout for blue signal protection.

NOTE: Yardmaster and mechanical department must have a written transfer of authority at 0700 and 2300. The transfer must include equipment location, required placement of inbound locomotives, and any other relevant information.

10.7 FRA Excepted Track Rule 6.12

On all tracks in Oneonta Yard

11.0 General Information

11.1 Belden Tunnel

CPF 599 governs movement through Belden Tunnel. In the event the tunnel door located at the south end of the tunnel cannot be opened, the train dispatcher will instruct crew member to follow instructions located in the emergency control box at the absolute signals on either the north portal or south portal.

Verbal permission from train dispatcher is required to pass a Stop Signal at CPF 599.

11.2 Belden Tunnel

Field Operations employees are prohibited from walking in Belden Tunnel without authorization from the Manager of Operations.

When required to perform a stationary train inspection, walk back to tunnel entrance. Then pull ahead not exceeding 10 MPH to inspect for defect.

If the Locomotive Engineer experiences difficulty or excessive amperage when attempting to start the movement, he must stop the movement and determine cause.

11.3 Abbreviations

The following abbreviations may be used in additions to those abbreviations listed in the operating rules.

BING	Binghamton Yard
CSE	Controlled Siding East
CSW	Controlled Siding West
EMT	End Main Track
RT	Running Track
CB	Central Bridge

FREIGHT SUBDIVISION

11.4 CPF 475 and CPF 477

Trains left standing must not block private road crossing at MP 476.2.

11.5 Delanson

Northward trains stopping at Delanson must stop south of MP 499 at sign location indicating "TRAINS STOP HERE".

11.6 Esperance

Southward trains in excess of 5200 feet receiving an Approach Signal to CPF 503 must not proceed until a more favorable signal is displayed or until authorized by the train dispatcher.

11.7 Oneonta

Southward trains receiving an Approach signal to CPF 554 must not block crossings located 2860 feet south of MP 556 unless a more permissive signal is displayed at CPF 557 or authorized by the train dispatcher.

11.8 Oneonta Lay Back Point

Northward trains must not pass Station Sign Oneonta, MP 554.3, unless a permissive signal is displayed at CPF 554.

Northward trains waiting for a meet, standing for track blocks, waiting for crews, or being staged, must not pass signs displaying "TRAINS STOP HERE" at Fonda Ave. MP 555.5.

11.9 CPF 587 and CPF 590

Trains left standing between CPF 587 and CPF 590 must not block private road crossings. Southward trains in the vicinity of MP 589 must remain 400 feet north of private crossing located across from Noyes Ford.

11.10 Phelps Street MP 611.5

Northward trains receiving an Approach Signal to CPF 611 must not proceed beyond Phelps Street unless authorized by the train dispatcher.

11.11 Mohawk Yard

After setting off a block of rail cars at Mohawk Yard, a member of the train crew must leave the shipping papers in the yard office. Information as to what track the rail cars where set off must accompany the shipping papers. This procedure is required for each block of rail cars.

Northbound train movements setting off or picking up cars at Mohawk will first stop at the yard office to leave or pick up their shipping papers.

Crews securing locomotives must not block road crossing on the south end of yard track 4

11.12 Mohawk Air Plant

Track 4 at Mohawk Yard is equipped with air plant to be used for all set offs. The air hoses are located on the east side of track 3 riverside at each end of the yard.

FREIGHT SUBDIVISION

General Information - continued

11.13 Locomotive Fuel Readings

Engineer will obtain fuel readings on all locomotives interchanged to or from Guilford Rail System. The results are to be reported to the operations center in Calgary at (403) 319-3105.

If unable to report fuel readings directly to the operations center, report fuel readings to the train dispatcher and the train dispatcher must give the readings to the operations center.

11.14 Binghamton Terminal

Binghamton Terminal is under the permission of a yardmaster 24 hours each day, except for major holidays. The yardmaster can be contacted on radio channel 032—032 or by telephone at (607) 771-3002.

When NS trains from Buffalo and NYSW trains obtain permission from yardmaster to enter running tracks at Binghamton, the yardmaster will inform these trains if they must contact train dispatcher for further changes to the TGBO.

Mechanical Services Protection

Mechanical Personnel are not required to work in Tracks 6 through 16 Binghamton Yard to perform mechanical inspections unless it is known that the adjacent track(s) is protected in accordance to GCOR Rule 5.13 Blue Signal Protection of Workmen.

If the adjacent tracks cannot be protected per GCOC Rule 5.13, cars are to be placed on 1 or 2 Running Tracks or Binghamton Yard Tracks 1 through 5 for inspection.

FREIGHT

Canadian Pacific US EAST REGION Timetable NO 201-NEUS
Freight Sub Module 50

FREIGHT

Haulage Factors Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓ Distance From EMT	BINGHAMTON TERMINAL INFORMATIONAL PAGE TRAM AREA 1	NORTHWARD ↑ Mile Post Location	MAIN SIDING	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Northward
2.71				0.0	END MAIN TRACK (EMT)	612.8					
				0.7	<i>Crossovers Between Buffalo and Binghamton Running Tracks</i>	613.5					
					<i>Buffalo Running Track Extends from EMT to QD (Jct NS Railroad at QD)</i>	612.8 to NS 214					
				1.5	<i>Binghamton Running Track Extends from EMT on Controlled Siding to BD</i>	612.8 To 614.1					
				2.0	BD <i>(Railroad Crossing at Grade Controlled by NS Southern Tier Line Dispatcher AAR 46-46 touchpad 724 and 911 for Emergency)</i>	614.1					
					NO 1 RUNNING TRACK NO 2 RUNNING TRACK <i>6 miles BD to Binghamton Container</i>	614.1					
	3800			3.9	<i>(Jct Freight Sub)</i> BINGHAMTON YARD <i>(Sunbury Sub)</i>	616.0					
				7.2	<i>Hand Operated Switch</i>	619.3					
	2.71			8.1	BINGHAMTON CONTAINER	620.2					5.0

Canadian Pacific US EAST REGION Timetable NO 201-NEUS
Sunbury Sub Module 51

SUNBURY

Haulage Factors Southward	Station Number	Rule 4.3	Method of Operation	SOUTHWARD ↓ Distance From Binghamton Yard	SUNBURY SUBDIVISION STATION PAGE TRAM AREAS MP 616 to 664.4 – 1 MP 664.4 to 671 – 4 MP 671 to CPF 679 – 1 CPF 679 to 687 – 4 MP 687 to CP KASE – 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
2.71		B	Rule 6.28	0.0	BINGHAMTON YARD	616.0					5.0
				4.2	(No.2 Running Track)						
			T	4.2	BINGHAMTON CONTAINER	620.2				627.4	
			W							643.2	
			C								
			CTC	13.5	# CPF 629 MILFORD	629.5		9600			
			C	15.5	# CPF 631	631.5					
			TWC		16.5						
				32.0	# CPF 648 HOP BOTTOM	648.0		10000			
			C	34.0	# CPF 650	650.0					
MP 664				43.1	# CPF 659 DALTON	659.1		9820			661.9
				45.1	# CPF 661	661.1					
					9.8						
Down Grade			T	54.9	Steamtown North STEAMTOWN WYE	670.9					
CPF 672				55.2	Steamtown South (Jct Delaware-Lackawanna)	671.2					
					0.8						
2.24	3787			56.0	# CPF 672 TAYLOR (Jct RBM&N)	672.0		7620			
CPF 679			C	57.6	# CPF 673	673.6					
1.93	3783			63.4	# CPF 679 (Jct RBM&N to Allentown)	679.4					
MP 682					3.1						
Down Grade	3749		T	66.5	NSS Yatesville YATESVILLE	682.5		6200			696.3
			W	67.7	SSS Yatesville	683.3					
			C		13.4						
MP 686			CTC	81.1	# CPF 697 HANOVER	697.1		10400			
			TWC	83.2	# CPF 699	699.2					
					14.9						
	3740		CTC	98.1	# CPF 714 NESCOPECK	714.1		7800			
				99.7	# CPF 716	715.7					
					33.7						
			T	133.4	NSS North Shore NORTH SHORE	744.4		2760			
5.0			W	134.0	SSS North Shore	750.0					721.7 747.1
					0.2						
	3726		C	134.2	NSS Banks BANKS	750.2		6400			
				135.6	SSS Banks	751.6					
					0.4						
	3733		CTC	136	# KASE (Jct NS Railroad Buffalo Line to Harrisburg)	752.0					

**Canadian Pacific US EAST REGION Timetable NO 201-NEUS
Sunbury Sub Module 51**

SUNBURY SUBDIVISION

Instructions for Binghamton Yard are carried under the Freight Subdivision

1.0 Radio and Telephone Information

1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Sunbury Sub Binghamton Container to Hudson	021-091	8	*81#	911
Sunbury Sub Hudson to Kase	021-091	2	*21#	911
Train Standby	091-091			
Binghamton Yard	032-032			
Canadian Sub	021-091	6	*61#	911
NS Buffalo Line Train Dispr	050-050		725	
Delaware Lackawanna RR	090-090			

1.2 Telephone

CP South Dispatcher 612-904-6113
Delaware Lackawanna train dispatcher 570-347-5232
Delaware Lackawanna train dispatcher 570-983-0382

SUNBURY SUBDIVISION

2.0 Speed

2.1 Maximum Speed

	MPH
Binghamton Container – 655.3	40
MP 655.3 – MP 656.0	25
MP 656.0 – MP 663.0	40
MP 663.0 – MP 670.8	35
MP 670.8 – MP 675.0	20
MP 675.0 – MP 681.3	30
MP 681.3 – MP 693.3	25
MP 693.3 – MP 705.3	40
MP 705.3 – MP 706.1	35
MP 706.1 – MP 716.6	40
MP 716.6 – MP 716.7	35
MP 716.7 – MP 749.0	40
MP 749.0 – MP 750.01	35
MP 750.01 – MP 751.0	20
MP 751.0 – Kase	10
Through turnout of all switches and tracks other than main track, not otherwise specified	10
CPF 629 – CPF 631 (Milford siding) through turnouts and on controlled siding	25
CPF 648 – CPF 650 (Hop Bottom siding) through turnouts and on controlled siding	10
CPF 659 – CPF 661 (Dalton siding) through turnouts and on controlled siding	25
CPF 672 – CPF 673 (Taylor siding) through turnouts and on controlled siding	10
CPF 679 Diverging route to RBM&N	10
CPF 697 – CPF 699 (Hanover siding) through turnouts and on siding	25
CPF 714 – CPF 716 (Nescopceck) through turnouts and on controlled siding	10
MP 730.2 – MP 730.5 trains handling Excessive Dimensional Equipment	10

2.2 Cold Weather Speed Restrictions

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

Canadian Pacific US EAST REGION Timetable NO 201-NEUS
Sunbury Sub Module 51

SUNBURY SUBDIVISION

Speed – continued

2.4 Speed Test Sections

MP 659 to MP 660

MP 677 to MP 678

MP 745 to MP 746

3.0 Tabular General Bulletin Order/Track Bulletins

3.1 Sunbury Subdivision

Provisions of Rule 6.2 apply.

4.0 Block System/Authority/Track Designation

4.1 Block System

Centralized Traffic Control (CTC) is in use between the following locations:

- CPF 629 and CPF 631
- CPF 648 and CPF 679
- CPF 697 and CPF 699
- CPF 714 and CPF 716.

Kase—NS Railroad

Kase is controlled by the NS Buffalo Line train dispatcher

4.2 Authority

Track Warrant Control is in use between the following locations:

- Binghamton Container and CPF 629
- CPF 631 and CPF 648
- CPF 679 and CPF 697
- CPF 699 and CPF 714
- CPF 716 and CP Kase

Between the following locations noted below – CTC rules are in effect.

- CPF 629 and CPF 631
- CPF 648 and CPF 679
- CPF 697 and CPF 699
- CPF 714 and CPF 716.

4.3 Main Track Designation

Single main track between Binghamton Container and Kase.

4.4 Yard Limits

Not Applicable

4.5 Interlockings

Not Applicable

SUNBURY SUBDIVISION

5.0 Equipment Restrictions and Securement Exceptions

Equipment Restrictions

5.1 Height Restrictions

Double stack equipment of two 9' 6" containers which do not exceed 20' 2" high above top of rail is permitted to operate on the Sunbury Subdivision.

Pittston, PA

Equipment measuring 18'6" or higher must not be interchanged with the RBM&N Railroad at Minooka Jct or at CPF 679 due to a bridge clearance entering RBM&N Pittston Yard.

5.2 Ocean Steel – MP 617.1

Six axle units prohibited.

5.3 Restricted Clearance—Buttonwood

Due to restricted clearance, employees are prohibited from riding the side of equipment at the DMS/American Rock Salt facility when operating through the north or south gate of facility.

5.4 Dynamic Braking—MP 688 to 689

Trains operating between MP 688 and MP 689 are to use the train air brake system to control train speed. Throttle must be reduced to 4th notch or lower whenever train air brakes are in use. Dynamic braking is not to be used except in an emergency.

5.5 L&S Interchange siding – MP 678.1

Six axle units prohibited

5.6 Yatesville Building 7 – MP 682.4

Six axle units prohibited

5.7 Yatesville Buildings 2 to 5 – MP 683.3

Six axle units prohibited

5.8 Nescopeck Freight House – MP 716.3

Six axle units prohibited

5.9 Bloomsburg – MP 728.7

Six axle units prohibited

Securement Exceptions

No exceptions

6.0 Movement Over Public Crossings

Not Applicable

7.0 Quiet Zones

Not Applicable

SUNBURY

SUNBURY SUBDIVISION

8.0 Switch and Derail Information

8.1 Electric Locks

MP	Location
678.1	Avoca
696.6	Hanover

8.2 Merck Plant Switch—MP 742.55

Speed over Main Track Switch at MP 742.55 is restricted to 5 MPH when lined in the reverse position.

9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

9.1 Trackside Warning Detectors - Locations

Milepost	Type Detector	Call Back
627.4	DED	N/A
643.2	DED, HBD	N/A
661.9	DED	N/A
676.9	DED, HBD	N/A
696.3	DED, HBD	N/A
721.7	DED, HBD	N/A
747.1	DED, HBD	N/A

10.0 Other Tracks

10.1 FRA Excepted Track

Taylor Yard—track 18

10.2 Binghamton – Running Tracks

The following Running Tracks as indicated below are controlled by the Binghamton Yardmaster. When Yardmaster is not on duty, the train dispatcher will control the Running Tracks in the Binghamton Terminal.

- **No. 1 Running Track**
Extending southward a distance of 5 miles from BD to hand operated switch at MP 619.3.
- **No. 2 Running Track**
Extending southward a distance of 6 miles from BD to Binghamton Container at MP 620.2.

10.3 Buttonwood Runaround Track

The Buttonwood Runaround (salt track) is restricted to 5 MPH over scales.

10.4 Cotner Farms Industrial Track

Located from switch on the SSD at MP 739.65 to end of track. An approximate distance of 1180 feet.

- Controlled by CP South Dispatcher
- Rule 6.28 applies not exceeding 10 MPH

SUNBURY SUBDIVISION

10.5 Wye at Stations North and South Steamtown

The WYE at Steamtown is controlled daily, between 0700 and 2300 hours, by the Delaware Lackawanna train dispatcher.

When the train dispatcher is not on duty, trains and track cars must contact the CP South Dispatcher. Speed on the WYE is under Rule 6.28 not exceeding 10 MPH.

11.0 General Information

11.1 Abbreviations

The following abbreviations may be used in additions to those abbreviations listed in the operating rules.

BC	Binghamton Container
BING	Binghamton Yard
RT	Running Track
BS	Bridge Sixty
BK	Banks

11.2 Nicholson Tunnel

Field Operations employees are prohibited from walking in Nicholson Tunnel without authorization from the Road Foreman or Trainmaster. When required to perform a stationary train inspection, walk back to tunnel entrance. Then pull ahead not exceeding 10 MPH to inspect for defect. If the Engineer experiences difficulty or excessive amperage when attempting to start the movement, he must stop the movement and determine cause.

11.3 Merck Company

Set offs are to be placed inside the facility's gate for security reasons unless otherwise instructed. A crew member must notify the train dispatcher about 10 minutes prior to the train's arrival so the guard can be called to open the gate.

11.4 Shutdown Policy-Buttonwood and Nescopeck

Due to the cost of fuel and to promote a good relationship with the local communities, you are reminded that locomotives idling in the vicinity of Buttonwood and Nescopeck must be shut down in accordance with Air Brake and Train Handling Rules.

11.5 Dalton Siding Lay Back Signs

Trains stopping for CPF 659 or CPF 661 must not pass signs displaying the words "Lay Back" unless train length requires clearing the controlled point to the rear of train. Engineers must use the train length distance function to make this determination. The train distance is not to exceed 7400 feet. This leaves 2450 feet between lead locomotive and next controlled point.

The train dispatcher must be notified when train length requires passing "Lay Back" signs.

SUNBURY SUBDIVISION

11.6 Carbon—Delaware Lackawanna Track Control

The Delaware Lackawanna Railroad at Carbon is controlled daily, between 0700 and 2300 hours, by the Delaware Lackawanna train dispatcher. Rule 6.28 applies not exceeding 10 MPH.

After dispatching hours, voice mail is to be left with the following information: crew name, time on duty, power, car count, time of occupation & clearance time.

You must make your presence known by announcing your train or track car identification on DL Yard channel AAR 090-090.

SUNBURY

This page left blank intentionally.

COMMITMENT TO SAFETY

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

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>

US WEST REGION TIMETABLE 101

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

Portal	Duluth-Superior Terminals
Newtown	Merriam Park
Carrington	River
Elbow Lake	Waseca
Veblen	Hartland Spur
Detroit Lakes	Tracy
Noyes	Huron
Bemidji	Yale Spur
Paynesville	Mansfield
MN&S Spur	Onida
Bass Lake Spur	Pierre
Withrow	PRC
St. Paul	Black Hills

Connecting Subdivisions from the US East Region Timetable NO 201:

Tomah	Watertown
M&P	Owatonna

This page left blank intentionally.

CANADIAN PACIFIC

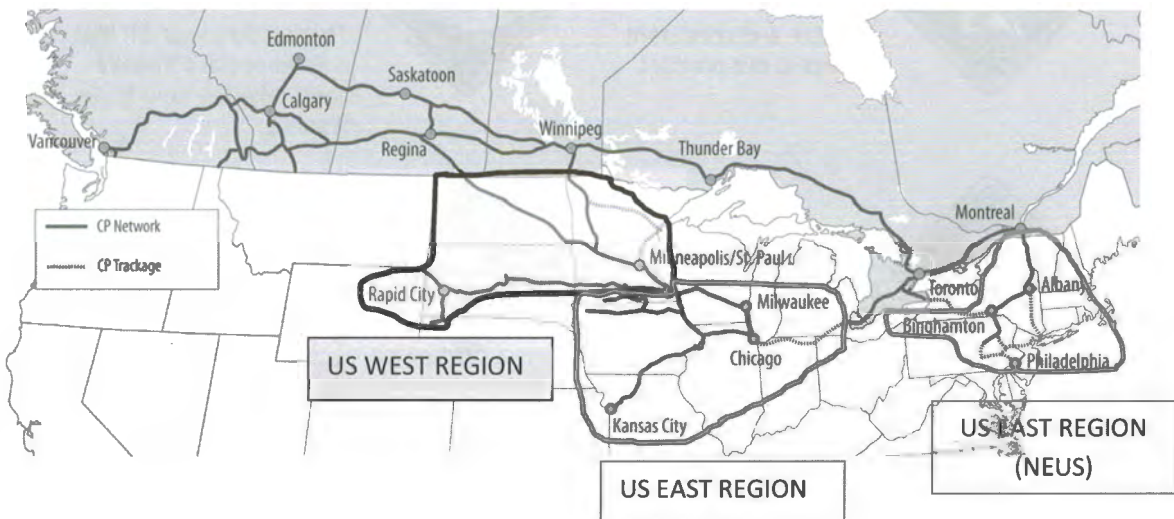
US WEST REGION

Timetable 101

Employees operating on the US WEST or US EAST 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

Mike Chulich

General Manager Operations – US West Region

Justin Meyer

General Manager Engineering – US West 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

Table of Contents

Core Beliefs.....	Page Inside cover
US WEST OFFICER PHONE NUMBERS	2

Module No.	Subdivision/Spur	Limits	Page
1	Portal	Harvey to Portal.....	PORT – 1
2	Newtown.....	Max to Newtown.....	NEWT – 1
3	Carrington.....	Harvey to Enderlin.....	CARR – 1
4	Elbow Lake	Enderlin to Glenwood.....	ELLA – 1
5	Veblen	Veblen Jct. to Veblen	VEBL – 1
6	Detroit Lakes	T R Falls to Glenwood.....	DELA – 1
7	Noyes	T R Falls to Noyes.....	NOYE – 1
8	Bemidji.....	Plummer to Bemidji	BEMI – 1
9	Paynesville	Glenwood to CP University	PAYN – 1
10	MN&S Spur.....	MN&S Jct to Auto Club	MNS – 1
11	Bass Lake Spur	Cedar to Tower E14	BASS – 1
12	Withrow.....	CP University to Withrow	WITH – 1
13	St. Paul	Cardigan Jct. to Soo Line Jct.	STPA – 1
14	Duluth/Superior Terminal	Duluth/Superior Terminal	DUSU – 1
15	Merriam Park	St. Paul Yard to Merriam Park	MERR – 1
16	River	St. Paul Yard to River Jct. West.....	RIVE – 1
17	Waseca.....	Waseca to Winona	WASE – 1
18	Hartland Spur	Hartland to Waseca.....	HART – 1
19	Tracy.....	Tracy to Waseca	TRAC – 1
20	Huron.....	Huron to Tracy.....	HORU - 1
21	Yale Spur.....	Watertown to Huron	YALE – 1
22	Mansfield	Mansfield to Redfield..... (BNSF Redfield to Wolsey)	MANS - 1
23	Onida	Onida to Blunt.....	ONID – 1
24	Pierre	Ft. Pierre to Huron.....	PIER – 1
25	PRC	Ft. Pierre to Pressler Jct./Rapid City	PRC – 1
26	Black Hills	Bentonite to Dakota Jct.	BLHI – 1

US EAST REGION CONNECTING SUBDIVISIONS

27	Tomah	River Jct. West to Portage	TOMA – 1
28	M&P.....	Portage Jct. to Madison	MP – 1
29	Watertown	Portage to Milwaukee.....	WATN – 1
38	Owatonna	Mason City to Comus.....	OTWA – 1

Commitment to Safety.....	Inside Back Cover
CP Police Services – EFAP – Internet.....	Back Cover

US WEST OFFICERS

General Manager - US West ☎ (651) 495-9521				
Superintendents				
St Paul ☎ (651) 495-9519	TC Terminal ☎ (651) 778-3653	Glenwood ☎ (320) 634-1959	Huron ☎ (605) 353-7025	Harvey ☎ (701) 324-2529

ENGINEERING SERVICES

General Manager – US West ☎ (651) 495-9506			
Superintendents / Division Engineers			
St Paul ☎ (651) 495-9512	TC Terminal ☎ (651) 495-9511	Glenwood ☎ (320) 634-1918	Brookings ☎ (605) 697-2401

MECHANICAL SERVICES

Superintendent US West ☎ (651) 495-9530
--

Minneapolis Operations Center

General Manager Transportation - US ☎ (612) 904-5837		
Superintendents/Director		
Sr Supt ☎ (651) 495-9519	Supt US West ☎ (612) 851-5725	Director CMC/Dispatching ☎ (612) 904-5858

Chief Train Dispatcher

Glenwood ☎ (612) 904-5836	
Train Dispatchers	
Portal Train Dispatcher ☎ (612) 904-6108	Portal Sub and Newtown Sub
Dakota Train Dispatcher ☎ (612) 904-5822	Elbow Lake Sub, Carrington Sub and Veblen Sub
Minnesota Train Dispatcher ☎ (612) 904-5820	Paynesville Sub, Detroit lakes Sub, Noyes Sub, Bemidji Sub, Withrow Sub and St. Paul Sub

Chief Train Dispatcher

Huron ☎ (612) 851-5741	
Operations Supervisor	
Huron Operations Supervisor ☎ (612) 851-5728	Black Hills Sub, PRC Sub, Pierre Sub, Onida Sub, Mansfield Sub, Huron Sub, Yale Spur, Tracy Sub, Waseca Sub and Hartland Spur
Waseca Operations Supervisor ☎ (612) 851-5749 (0600 – 1400 hours Monday through Friday when notified that the Huron desk is split)	Waseca Sub, Tracy Sub and Hartland Spur

Canadian Pacific US WEST REGION Timetable NO 101
Portal Sub Module 1

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	PORTAL 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 Harvey		Mile Post Location					
2.58	4973	B	YL	0.0	(Jct Carrington Sub) HARVEY	396.5	394.5 to 399.5	YARD			
			T		9.1 (ESS Martin) MARTIN (WSS Martin)	405.6 405.6 406.5		4698		410.0	
	4974			9.1							
					7.2 ANAMOOSE	412.8					
	4975			16.3							
					6.7 (ESS Drake) DRAKE (WSS Drake) (Jct Newtown Sub)	419.3 419.5 420.9		8000			
	4976	T		23.0							
					7.8 BALFOUR	427.3					
	4977			31.8						436.6	2.78
					15.3 (ESS Voltaire) VOLTAIRE (WSS Voltaire)	441.6 442.6 443.1		7600			
	4979	T		46.1							
					5.0 VELVA	447.6					
	4980			51.1							
	4981			57.2	SAWYER	453.7					
2.52			W		3.6 (ESS Logan) LOGAN (WSS Logan)	456.4 457.3 458.1		8200		460.1	
	4982			60.8							
					9.7 (ESS Minot) MINOT (WSS Minot)	465.8 467.0 467.6		8780			
	4985	B		70.5							
					2.3 SOO TOWER # (BNSF Crossing)	469.3					
		I J		72.8							
					7.3 BURLINGTON	476.6					
	4988			80.1						481.4	
					5.9 FRAC TECH	482.5					
				86.0							
					4.0 (ESS Foxholm) FOXHOLM (WSS Foxholm)	485.5 486.5 487.1		8000		BRD 458.1 to 485.5	
	4989			90.0							
					8.4 CARPIO	494.9					
	4990			98.4							
					9.2 JOHNNYBROOK	504.1				4.66	
	4991			107.6							
					3.7 (ESS Baden) BADEN (WSS Baden)	507.0 507.8 508.6		7925			
	4996			111.3						511.7	
			C		11.0 KENMARE (Jct NPR Railroad)	518.8		YARD			
	4992	J		122.3							
					9.3 (ESS Spiral) SPIRAL (WSS Spiral)	527.3 528.1 529.0		8240			
	4986			131.8							
					2.8 (BNSF Crossing) BOWBELLS	530.9				533.3	
	4993	A		134.4							
					9.6 (Jct DMVW Railroad) FLAXTON	540.5		8775			
	4994	JT		144.0							
					Continued Next Page						

PORTAL

Canadian Pacific US WEST REGION Timetable NO 101
Portal Sub Module 1

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Harvey	CONTINUED PORTAL 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
					9.7						
2.52	4995	BT	YL	153.7	PORTAL (International Boundary)	550.2 550.3	547.5 to 550.3	YARD			4.66

PORTAL SUBDIVISION

1.0 Radio and Telephone Information

1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	084-084	2	*21#	911
Minot – Harvey and Portal Yards	094-094			
BNSF West Dispr	054-054		070	
DMVW Connect	077-077		569	568
DMVW Disconnect			965	865

1.2 Telephone

Dakota Train Dispatcher	612-904-5822
COTD	612-904-5836
DMVW	802-527-8737
BNSF Train Dispatcher	817-867-7067
BNSF Fax machine	817-234-6489

2.0 Speed

2.1 Maximum Speed MPH

MP 395.7 – 396.9 Highway 3 crossing to Eagle crossing	10
MP 396.9 – MP 441.3	49
MP 441.3 – MP 447.2	40
MP 447.2 – MP 465.7	49
MP 465.7 – MP 467.6	30
MP 467.6 – MP 472.0	25
MP 472.0 – MP 480.4	49
MP 480.4 – MP 480.9	40
MP 480.9 – MP 512.6	49
MP 512.6 – MP 520.0	40
MP 520.0 – MP 524.4	25
MP 524.4 – MP 529.9	49
MP 529.9 over BNSF Crossing	35
MP 529.9 – Portal	49

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

Through turnouts and on sidings Drake, Logan, Minot, Foxholm, Baden, Spiral and Flaxton 25

PORTAL SUBDIVISION

MPH

Minot yards – over all switches except switches connecting to MT when six axle locomotives are used as switch engine 5

Harvey – over all inside switches on roundhouse lead.. 5

Portal – CP Weyburn Sub Canada MP 160.8 (International boundary) and MP 159.0, all movements between these two points will be made in accordance with Rule 6.28 not exceeding 10 MPH except 5 MPH on wye track.

Portal - Eastward trains operating through the VACIS will be governed by Customs. While passing VACIS machine maintain speed of 5 to 8 MPH, unless otherwise instructed. Crews will be governed by U.S. Customs instructions on train movements in regards to the VACIS machine.

2.2 Cold Weather Speed Restrictions

MPH

Temperature minus -15 degrees F or colder
 Entire Sub..... 35
 Unless a more restrictive speed is 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 Portal Subdivision

Provisions of Rule 6.2 apply.

3.2 DMVW Dakota Subdivision

Dailey Operating Bulletins (DOB) will be faxed to Portal and Kenmare and crews will need to verify the DOB's before entering DMVW trackage.

PORTAL SUBDIVISION

4.0 Block System/Authority/Track Designation

4.1 Block System

Not Applicable

4.2 Authority

Track Warrant Control is in use between Harvey and Portal.

Rule 14.4.1 (Radio Blocking) is in use on this subdivision.

4.3 Main Track Designation

Single Main Track between Harvey and Portal.

4.4 Yard Limits

West MP	East MP
399.5	Harvey
420.2	Harvey (Carrington Sub)
550.3	Drake (Newtown Sub)
	Portal
	547.5

4.5 Interlockings

SOO Tower – Manual Interlocking controlled by BNSF West Dispatcher. Radio channel AAR 54-54, touch tone Dispatcher call 070. Telephone number 817-867-7067.

Westward trains approaching Soo Tower BNSF manual interlocking will attempt to contact the BNSF train dispatcher at MP 461.0 and eastward trains at MP 476.0 in order to allow time for BNSF train dispatcher to lineup signals. If train movements are stopped at the BNSF interlocking contact CP train dispatcher.

5.0 Equipment Restrictions and Securement Exceptions

Equipment Restrictions

5.1 Harvey

Six axle locomotives are prohibited on east end of elevator track and beyond stub track.

5.2 Drake

Six axle locomotives must not be operated on Fertilizer Spur beyond caboose track or on wye.

5.3 Minot

Tanks cars containing Anhydrous Ammonia or Ammonia residue are not to be left between 8th Street Southeast and 9th Avenue Southeast in the vicinity of the Sunnyside School.

5.4 Burlington

East house track switch can only be used by engineering department personnel. Out of service to train and engine movements.

PORTAL SUBDIVISION

5.5 Kenmare

When leaving cars on NPR main track within yard limits the RR/VW train dispatcher must be notified of that fact at 701-280-7338.

Securement Exceptions

5.6 Harvey Yard

Minimum of 2 hand brakes will be required on the east end of all tracks except:

- Cuts of cars to be picked up will be secured on the head end as advised by the Assistant Chief Clerk at St Paul.
- When separating an inbound train at a crossing the "crossing air hose" must be attached in order to maintain air system integrity. A minimum of two handbrakes must be applied to the standing cut of cars.

5.7 Anamoose – Minimum number of hand brakes to be applied is increased by 2 plus wheel chock for following locations: Cargill track.

5.8 Carpio – Minimum number of hand brakes to be applied is increased by 2 plus wheel chock for following locations: Bethold farmers track.

5.9 Bowbells – Minimum number of hand brakes to be applied is increased by 2 plus wheel chock for following locations: Harvest States track.

5.10 Portal

Minimum of 2 handbrakes will be required on all tracks

6.0 Movement Over Public Crossings

6.1 Portal

The crossing near the border just east of the bunkhouse must be kept clear of railroad equipment between the hours, U.S. Time, of 0750 and 0810 weekday mornings. At other times, movement should proceed without additional delay consistent with safe operation to minimize the time the crossings are blocked. If locomotives are to be inspected by Custom's officers, DO NOT cut units from the train for this inspection.

7.0 Quiet Zones

Not Applicable

8.0 Switch and Derail Information

8.1 Portal

The east main track switch (MP 549.0) or west main track switch (MP 550.3) may be left lined and locked in either the normal or reverse position.

8.2 Drake

Normal position of the junction switch on siding with Newtown Sub will be for through movement on the siding.

PORTAL SUBDIVISION

8.3 Harvey

West switch for NO 2 track and east lead switch may be left lined and locked in either normal or reverse position.

9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

9.1 Trackside Warning Detector Locations

Milepost	Type of Detector	Call Back
410.0	HBD/DED	N/A
436.6	HBD/DED	N/A
460.1	HBD/DED	N/A
458.1 to 486.5	BRD – Broken Rail Detector	N/A
481.4	HBD/DED	N/A
511.7	HBD/DED	N/A
533.3	HBD/DED	N/A

9.2 Bad Order Set Out Tracks

Martin east end of house track (HMAR)
 Anamoose west end of house track (HANA)
 Drake cab track (HDCAB)
 Balfour east end of storage track (HGAL)
 Voltaire east end of elevator track (HMFE4)
 Sawyer west end of storage track (HSAWS)
 Minot stub track (MSTUB)
 Burlington east end of storage track (MBURS)
 Foxholm west end of house track (MFOX)
 Donnybrook east end of house track (MDON)
 Kenmare west end of house track (MKEN)
 Bowbells east end of house track (MBOW)
 Flaxton west end of house track (MFLA)
 Portal east end of elevator track

9.3 Broken Rail Detection (BRD) System

A BRD system is in effect between MP 458.1 and 485.5. The BRD system is used to detect main track broken rails and also to monitor the position of the siding switches within this location. All other switches within this territory are not monitored by the BRD system and based upon current operating rules must be left lined and locked for main track movement. Siding switches may be left in reverse position based upon track warrant authority in accordance with Rule 8.3.

As used in this procedure for the BRD system the following definitions will apply:

Block – refers to the track segment between BRD system wayside indicators.

Broken Rail Detection (BRD) system – A system used to detect main track broken rails and monitor the position of main track siding switches.

BRD system will be marked by an advance BRD sign located one mile from first wayside indicator, A Begin BRD sign at the start of BRD system and an End BRD sign at end of BRD system.




PORTAL SUBDIVISION

Each wayside track indicator will be equipped with a number plate and display a white light when lit.

9.3 Broken Rail Detection (BRD) System - continued

Trains approaching a BRD system on the main track will approach the first BRD wayside indicator at restricted speed unless that indicator is seen displaying a steady or flashing white light.

Trains observing a DARK wayside indicator will proceed at restricted speed through the block until the leading wheels have passed the next wayside indicator that displays a steady or flashing light or to end of the BRD system indicated by sign. Notify train dispatcher when a dark signal is encountered giving location of signal.

Broken Rail Detection Wayside Indicators	
Indicator Aspect	Indication
Dark 	Proceed at restricted speed looking out for broken rail or a siding switch not lined, until the leading wheels have passed the next indicator that displays a steady or flashing light or to the end of the BRD system.
Flashing 	Proceed, the block immediately beyond the indicator is clear and at the next indicator be prepared to proceed at restricted speed looking out for broken rail or siding switch not lined, unless that indicator can be seen to display a steady or flashing light or to the end of the BRD system.
Steady 	Proceed.

10.0 Other Tracks

Not Applicable

PORTAL SUBDIVISION

11.0 General Information

11.1 Harvey – Yarding Instructions

Trains will contact the Assistant Chief Clerk (ACC) in St Paul for yarding instructions. The ACC can be contacted via MRAS at 651-778-3672.

Road/Yard assignments will contact Footboard Yardmaster before their initial job briefing to ascertain location of any assignments working in the yard.

Footboard Yardmaster will inform assignments requesting information of other movements and additional instructions on track(s) to be used, if required.

Crew members informed of other assignments will contact those assignments and conduct a job briefing advising of the moves and tracks to be used. When crews are working on both ends of the yard, a job briefing must be held with each crew.

Once work is completed, Footboard Yardmaster if on duty or if not on duty the Assistant Chief Clerk must be notified along with each crew they had a job briefing with, indicating track status which will include whether the track is clear and if cars are left on track indicating the number of hand brakes applied to remaining cars.

Utility employees, when assigned will report to the Footboard Yardmaster when on duty or Multi-Yard Process Manager (MYPM) when not on duty.

11.2 Minot – Interchange with BNSF

Cars that are to be interchanged with the BNSF at Minot will be given a Transfer Air Brake Test and a Car Inspection prior to departing to the point of interchange.

Note: Transfer air brake test may only be used for movements less than 20 miles. The distance traveled by a transfer movement is measured from the point where interchange cars receive a Transfer Air Brake Test and the final destination of the cars to the receiving carrier, example BNSF (Gavin Yard) to CP (Minot Yard).

Where cars are received from the BNSF, Transfer Air Brake Test and Car Inspection must be conducted before proceeding back to CP yard, except:

- When informed, either in writing or verbally, interchange car(s) have received a Class I or Transfer Air Brake Test, and;
- The cars have not been off air more than 4 hours.

If Transfer Air Brake Test is not required, after attaching locomotives, a Class III Air Brake Test will be made before departing. Car inspection is not required during a Class III Air Brake Test except hazard material cars will be inspected from the ground prior to departing.

PORTAL SUBDIVISION

11.3 International Movements Contact Numbers *Weyburn Sub RTC*

(Emergency line) Weyburn Sub 403-543-8322
(Hot line) Weyburn Sub 403- 260-5835
Voicemail Access Code 000000#

Portal Sub Dispatcher

(Emergency line) 1-800-766-4357
(Hot line) 612-904-5798
Voicemail Access Code 1234567#
Asst Mgr Train Dispatchers 1-612-904-5836

International Operations Manager NMC

Dedicated Line 24/7 403-319-3409
Desk Line 403-260-5821

BSG PHONE NUMBERS

US Customs 1-701-926-4411
Can Customs 1-306-927-5511

BSG TSR Dedicated Line 1-612-904-5934*
(phone will ring until picked up. This line is recorded)

Portal Industrial Clerk

Primary 1-701-926-4311
Secondary 1-701-926-3351

11.4 Procedures For International Border Northward Trains by US Crews

1. The Portal train dispatcher will notify train crew on arrival at Spiral that they will deliver their train on arrival at Portal, which will include the delivery track.
2. The U.S. Crew will call the Minneapolis Border Service Group (BSG) and inform them of the Train ID, crew members' names and instructions for delivery at Portal. This will serve as the one (1) hour notification for the BSG.
3. When the BSG Transportation Service Representative (TSR) calls Canada Customs for delivery they will tell the inspector the information received from the delivering crew, and secure permission for delivery on arrival.
4. U. S. Crews must ascertain that Customs is in position, prior to delivery of their train.
5. After the U.S. crew has delivered the train, they will report to BOTH, the Canadian Customs and U. S. Customs offices. ALL CREW MEMBERS WILL REPORT.
6. The train will be released after the U.S. crew reports through both customs.
7. Canadian Customs will call the Minneapolis BSG with the release.
8. The U.S. crew will call BSG when train has been delivered.

NOTE: U.S. Crews delivering trains to Canada will have to have previously reported to Canadian Immigration at least once prior. All crews must comply with ID Requirements. Outbound crews are required to confirm with the Minneapolis BSG that their train has been released prior to departure. Crews can do any work pertaining to the train they deliver.

PORTAL SUBDIVISION

General Information – continued**Southbound Trains by Canadian Crews****The OM will notify:**

1. The train crew on arrival at Estevan that they will deliver their train on arrival at North Portal.

The Weyburn RTC Will:

2. Will give the one (1) hour advance notice to BSG
3. The conductor of the train required to deliver into the U.S. must contact Border Services on the MARAS radio system (1-612-904-5934) at the North switch, North Portal Yard, advising them of their arrival and are to request from BSG permission from Canada Customs to exit Canada. This will also allow BSG to contact U. S. Customs informing them of the train's arrival and requesting them to report to the U. S. Depot and for permission to deliver.
4. Minneapolis BSG will call U.S. Customs requesting manning of the VACIS.
5. U.S. Customs will contact the crew by radio to advise to pull down.
6. Crew will pull down and stop if requested, to allow for engine inspection or crew review.
7. U.S. Crews must ascertain that Customs is in position, prior to delivery of their train.
8. The crew will remain with train until it is released by U.S. Customs. Crew will receive the release from U. S. Customs via radio.
9. The Canadian Crew will do any work pertaining to the train they deliver

Once U.S. Customs releases a Southbound train, a second release from Minneapolis is NOT required. Immediately contact Portal sub dispatcher for track authority. If contact is not established within 5 minutes, call the Assistant Manager Train Dispatchers.

NOTE: All crews must carry a passport and drivers license or photo identification in order to cross border. When outbound crews are boarding trains to leave the yard, crew member must confirm with the BSG that the train is released, prior to departing.

**Canadian Pacific US WEST REGION Timetable NO 101
Newtown Sub Module 2**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD Distance From Drake	NEWTOWN 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
2.78	4976	T	YL	0.0	(Jct Portal Sub) DRAKE	418.5	418.5 to 420.2	YARD			3.66
			T		8.4						
	0904			8.4	KIEF	425.3					
					8.4						
	0905			16.8	BUTTE	435.3					
					13.5						
	0907			30.3	RUSO	448.8					
4.38	0908		W	37.8	BENEDICT	456.3					3.38
					10.4						
	0909	J		48.2	MAX (Jct DMVW)	466.7	465.0 to 468.2	YARD			
					11.2						
2.61	0910			59.4	DOUGLAS	477.9					2.97
					8.8						
	0911			68.2	RYDER	486.7					
					6.9						
	0912		C	75.1	MAKOTI	493.6					
					4.7						
	0913			79.8	PRAIRIE JCT.	498.3					
					12.2						
	0916		C	92.0	PARSHALL	510.5					2.97
					11.8						
				103.8	VANHOOK	522.3					
					7.1						
	0917		YL	110.9	NEWTOWN	529.4	528.3 to 530.0	YARD			

NEWTOWN

NEWTOWN SUBDIVISION

1.0 Radio and Telephone Information

1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	084-084	2	*21#	911
DMVW Connect	077-077		508	507
DMVW Disconnect			805	705

1.2 Telephone

Dakota Dispatcher.....612-904-5822
COTD.....612-904-5836
ARDC Dispatcher (DMVW).....802-527-8737
ARDC Emergency line (DMVW).....866-527-3498

NEWTOWN SUBDIVISION

2.0 Speed

2.1 Maximum Speed **MPH**

Drake –MP 498.3..... 25
~~MP 498.3 – MP 498.4~~ 20
~~MP 498.4 – MP 516.9~~ 25
MP 516.9 – MP 530.3 10
Through turnout of all switches and tracks other than main track, not otherwise specified 10
Drake Fertilizer Track 5

2.2 Cold Weather Speed Restrictions

Temperature minus -15 degrees or colder
MP 421.5 – MP 434.6 10 MPH
MP 441.8 – MP 445.9 10 MPH
MP 461.4 – MP 462.4 10 MPH
MP 466.2 – MP 516.9 10 MPH
Unless a more restrictive speed is in effect.

NEWTOWN 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

Not Applicable

3.0 Tabular General Bulletin Order/Track Bulletins

3.1 In compliance with Rule 15.10

Trains tied up at Newtown may use same TGBO until return to terminating station, unless released or canceled.

3.2 DMVW Dakota Subdivision

Dailey Operating Bulletins (DOB) will be faxed to Max and crews will need to verify the DOB's before entering DMVW trackage.

4.0 Block System/Authority/Track Designation

4.1 Block System

Not Applicable

4.2 Authority

Track Warrant Control is in use between Drake and Newtown.

Rule 14.4.1 (Radio Blocking) is in use on this subdivision.

4.3 Main Track Designation

Single Main Track between Drake and Newtown.

4.4 Yard Limits

West MP		East MP
420.2Drake	
468.2Max465.0
Newtown528.3

4.5 Interlockings

Not Applicable

5.0 Equipment Restrictions and Securement Exceptions

Equipment Restrictions

5.1 Drake

Six axle locomotives must not be operated on Fertilizer Spur beyond caboose track.

NEWTOWN SUBDIVISION

Securement Exceptions

5.2 Butte

Minimum number of hand brakes to be applied is increased by 2 plus wheel chock for Minot farmers track.

5.3 Makoti

Minimum number of hand brakes to be applied is increased by 2 plus wheel chock for Plaza/Makoti Equity track.

6.0 Movement Over Public Crossings

6.1 Butte

Movements on house track over Main Street crossing MP 435.22 must be protected by activating gates and flashing lights with switch lever in locked box on outside of crossing bungalow. Deactivate signals by returning the lever to off position and locking box when movement is clear of crossing.

7.0 Quiet Zones

Not Applicable

8.0 Switch and Derail Information

8.1 Drake

Normal position of the junction switch on siding Portal Sub will be for through movement on the siding.

8.2 Max

The following switches may be left lined and locked in either the normal or reverse position:

West main - yard switch (MP 465.2)

East main - yard switch (MP 467.0)

East leg of wye DMVW connection (MP 467.1)

8.3 Newtown

West house track switch will be left lined and locked for movement from house track to former main track.

9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

Not Applicable

10.0 Other Tracks

Not Applicable

11.0 General Footnotes

Not Applicable

**Canadian Pacific US WEST REGION Timetable NO 101
Carrington Sub Module 3**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Enderlin	CARRINGTON 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
2.26	4955	B	YL	0.0	(Jct Elbow Lake Sub) ENDERLIN	257.3	255.0 to 259.0	YARD		262.2	6.21
			T	7.8	7.8						
	4956			7.8	LUCCA	265.1					
					5.3						
	4957			13.1	FINGAL	270.4					
					3.1						
	4946			16.2	(ESS Eagle) EAGLE (WSS Eagle)	272.7 273.5 274.3		7900			
					2.4						
	4958			18.6	CUBA	275.9					
					3.9						
	4959			22.5	SIDING 280	279.7					
2.82			W		7.3						2.24
	4960			29.8	(ESS Valley City) VALLEY CITY (WSS Valley City)	287.1 287.0 288.8		8000			
					13.6					290.7	
	4961			43.4	ROGERS	300.6					
					6.2						
	4962			49.6	LEAL	306.8					
					5.5					309.1	
	4947			55.1	(ESS Mud Lake) MUD LAKE (WSS Mud Lake)	311.5 312.3 313.1		7972			
					2.5						
	4963	T		57.6	WIMBLEDON	314.8					
					6.3						
	4964			63.9	COURTENAY	321.1					
			C		9.4						2.49
	4965			73.3	(ESS Kensal) KENSAL (WSS Kensal)	329.1 330.5 330.8		8100			
					13.2					333.9	
	4966			86.5	BORDULAC	343.7					
					8.7						
	4968	AJM		95.2	(ESS Carrington) CARRINGTON (WSS Carrington) (RRV&W Crossing)	351.0 352.4 352.6		8200			
					15.1					358.0	
	4969			110.3	CATHAY	367.5					
					7.4						
	4970			117.7	(ESS Emrick) EMRICK (WSS Emrick)	374.0 374.9 375.8		8824			
					4.9						
	4971			122.6	(ESS Fessenden) FESSENDEN (WSS Fessenden)	379.4 379.8 380.5		5767			
					6.4						
	4972			129.0	MANFRED	386.2				383.9	
					10.3						
4973	B	YL	YL	139.3	HARVEY (Jct Portal Sub)	396.5	394.5 to 399.5				

CARRINGTON

**Canadian Pacific US WEST REGION Timetable NO 101
Carrington Sub Module 3**

CARRINGTON SUBDIVISION

1.0 Radio and Telephone Information

1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	065-065	3	*31#	911
Harvey and Enderlin Yards	094-094			
RRVW	017-017		65	

1.2 Telephone

Dakota Dispatcher 612-904-5822
COTD 612-904-5836

2.0 Speed

2.1 Maximum Speed	MPH
Enderlin – MP 284.0	49
MP 284.0 – MP 287.0	25
MP 287.0 – MP 294.5	49
MP 294.5 – MP 296.4	40
MP 296.4 – MP 307.8	49
MP 307.8 – MP 308.5	40
MP 308.5 – MP 334.4	49
MP 334.4 – MP 338.0	40
MP 338.0 – MP 352.0	49
MP 352.0 – MP 353.5	30
MP 353.5 – MP 395.7	49
MP 395.7 – MP 396.9 (Highway 3 crossing to Eagle crossing)	10
Through turnout of all switches and tracks other than main track, not otherwise specified	10
Through turnouts and on sidings Eagle, Valley City, Mud Lake, Kensal and Emrick	25
Wimbledon – Railcar Solutions tracks, east and west legs of wye	5
Carrington, on RRVW transfer, all Pasta Plant and Aggrow tracks	5
Harvey – over all inside switches on roundhouse lead..	5

2.2 Cold Weather Restrictions

Temperature minus -15 degrees F or colder
MP 257.0 - MP 268.0 35
MP 316.0 - MP 352.0 35
Temperature minus -30 degrees F or colder
Entire Sub 35
Unless more restrictive speed is in effect.

CARRINGTON 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 323 to MP 326
MP 382 to MP 385

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

3.1 Carrington 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 use between Enderlin and Harvey.

Rule 14.4.1 (Radio Blocking) is in use on this subdivision.

4.3 Main Track Designation

Single Main Track between Enderlin and Harvey.

4.4 Yard Limits

West MP	East MP
	Enderlin (Elbow Lake Sub)255.0
259.0	Enderlin
	Harvey394.5
399.5	Harvey (Portal Sub)

4.5 Interlockings

Carrington - Automatic interlocking with the RRVW.

**5.0 Equipment Restrictions and Securement
Exceptions**

Equipment Restrictions

5.1 Enderlin

Six axle locomotives must not be operated on the PGA 6 track (E0206) switch.

Look out for close clearances between ET03 through ET10 tracks and around switch stands.

CARRINGTON SUBDIVISION

Equipment Restrictions and Securement Exceptions - continued

5.2 Valley City

Cars must not be left so that they block access to section buildings on cement track.

Look out for close clearance on cement track 800 feet east of switch at MP 287.2.

5.3 Wimbledon

Six axle locomotives must not be operated on west transfer track, except for the first 210 feet from switch.

5.4 Carrington

Six axle locomotives are not permitted on Dakota Pasta track 3 and Dakota Pasta scale track.

Cars must not be left in RRVW approach track circuits which extend approximately 300 feet south of stop sign and 300 feet north of the gate at interlocking.

5.5 Harvey

Six axle locomotives are prohibited on east end of elevator track and beyond stub track.

Securement Exceptions

5.6 Enderlin

Minimum of 2 hand brakes required on:

- West end of tracks ET01 through ET10
- East end of tracks ET03A and ET10
- East end of Rip NO 1 track (ER1)
- East end of all PGA elevator tracks E0201 through E0206

All other tracks will be secured in accordance with Rule 7.6.

5.7 Enderlin

Trains arriving at Enderlin on NO 1 track or on the main track that need to cut the crossings at Broadway or Moorhead, inbound crew is responsible to ensure that the crossing air hoses are hooked up and operating to keep air throughout the train. Handbrakes need to be applied as required on number of cars in each cut.

When separating an inbound train at a crossing the "crossing air hose" must be attached in order to maintain air system integrity. Four (4) handbrakes must be applied to the standing cut of cars.

When switching an inbound train with the air system still charged, one (1) hand brake will be required on the standing cut of cars.

In all cases additional handbrakes must be set as necessary to prevent movement.

CARRINGTON SUBDIVISION

5.8 Kensal

Minimum number of hand brakes to be applied is 10 percent plus 4 on the low end of the grade, leaving cars bunched and near derail, where applicable and wheels blocked with a chock.

5.9 Spur 348 / Peavey

Minimum number of hand brakes to be applied is increased by 2 plus wheel chock.

5.10 Harvey Yard

Minimum of 2 hand brakes required.

Handbrakes on cut of cars will be applied on the east end of all tracks except:

- Cuts of cars to be picked up will be secured on the head end as advised by the Assistant Chief Clerk.
- When separating an inbound train at a crossing the "crossing air hose" must be attached in order to maintain air system integrity.

A minimum of two handbrakes must be applied to the standing cut of cars.

6.0 Movement Over Public Crossings

Not applicable

7.0 Quiet Zones

Not applicable

8.0 Switch and Derail Information

8.1 Enderlin

The east or west main track switches for NO 1 track may be left lined and locked in either the normal or reverse position. Yard switches on NO 1 track must be left lined for NO 1 track when not in use.

8.2 Harvey

West switch for NO 2 track and east lead switch may be left lined and locked in either the normal or reverse position.

CARRINGTON SUBDIVISION

9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

9.1 Trackside Warning Detector Locations

Milepost	Type of Detector	Call Back
262.6	HBD/DED	N/A
290.7	HBD/DED	N/A
309.1	HBD/DED	N/A
333.9	HBD/DED	N/A
358.0	HBD/DED	N/A
383.9	HBD/DED	N/A

9.2 Bad Order Set Out Tracks

EnderlinER1 track
 Luccawest end of storage track (E11)
 Valley Citywest end of elevator track (E12)
 Rogerseast end of house track (E1401)
 Lealstorage track north of ammonia tank (E1501)
 Wimbledonwest end of elevator track(E1701)
 Kensal .. west end of house track west of elevator (E20)
 Bordulac east end of house track by elevator (E21)
 Carrington west of 6th Ave x-ing on Team Track(ECART)
 Cathaywest end of storage track (E31)
 Emrick spur track east of gravel crossing (E32)
 Fessenden . west of 5th St. crossing on house trk (E33)
 Manfredwest end of elevator track ENBS)

10.0 Other Tracks

10.1 Other Tracks Not Shown as Stations

Station Number	Location	Mile Post	Switch at
4973	Prairie Towers	393.4	Both ends
4967	Spur 348	348.8	Both ends
4962	Agrium	305.0	Both ends

11.0 General Information

11.1 Enderlin

Spotting of Enderlin elevator
 42 cars on track PGA 2
 37 cars on track PGA 3
 21 cars on track PGA 5
 Leave locomotives for 100 car dedicated grain trains on east end of PGA 1 track (E0201).

11.2 Kensal

Spotting at Kensal elevator for 100 car set outs: 25 empties on south track and 75 cars on north track.

CARRINGTON SUBDIVISION

11.3 Rogers

Conductors that have empties to set out at Benson Quinn will contact Manager during business hours at 701-646-6000 and after hours at 701-952-7922. The elevator will place loads to the former passing track for pick up first, then to the house track, if the former passing track is full. When practicable, avoid leaving locomotives on the west end of the former passing track.

Crews setting out loads of Anhydrous Ammonia for Agrium will place them east of the Highway 1 overpass on the former siding. When not possible to place east of Highway 1 overpass, the loads must be as far to the east as possible. Trains picking up loads of Anhydrous

Ammonia for Agrium, will leave the balance of any loads east of Highway 1 over pass on the former siding.

11.4 Fessenden

When spotting empty grain hoppers at Co-op elevator, spot all empty hoppers on the middle track west of the Main Street crossing. Leave locomotives on the east end of the middle track near 7th Avenue.

11.5 Carrington - Dakota Pasta Plant (DPP)

Color-coded light system is installed at both ends of the driveways to control the rail activity through either driveway. **"RED"** for **STOP** and **"GREEN"** for **ENTER**. Sign installed directly below the lights to explain the light system and the procedures. To gain rail access to either driveway, the procedures below shall be followed:

1. Before entering DPP property, crew member will contact DPP Driveway Personnel (701-652-4835) with request for access to driveway. Specify which driveway (North or South) you are requesting access to.
2. DPP Driveway Personnel will clear the driveway requested and notify all truck drivers currently waiting, to clear the rail until they are notified that rail activity has ended.
3. DPP Driveway Personnel will switch the driveway lights to **"GREEN"** when the driveway has been cleared and rail access is granted.
4. Once the movement has passed through the driveway, crew member will be required to check the light system before passing back through the driveway. If it is still **"GREEN"** then access is granted. If it is **"RED"** crew member will have to initiate the above procedure again.

NOTE: Driveway access may be granted for several trips through, if that is communicated to the Driveway Personnel and the dumping or loading of trucks or railcars is not a priority. The Driveway Personnel will inform the crew member of the situation upon their request for multiple trips.

CARRINGTON SUBDIVISION

General Information- continued

11.6 Harvey and Enderlin Yards – Yarding Instructions

Trains will contact the Assistant Chief Clerk (ACC) in St Paul for yarding instructions. The ACC can be contacted via MRAS at 651-778-3672.

Road/Yard assignments will contact Footboard Yardmaster before their initial job briefing to ascertain location of any assignments working in the yard.

Footboard Yardmaster will inform assignments requesting information of other movements and additional instructions on track(s) to be used, if required.

Crew members informed of other assignments will contact those assignments and conduct a job briefing advising of the moves and tracks to be used. When crews are working on both ends of the yard, a job briefing must be held with each crew.

Once work is completed, Footboard Yardmaster if on duty or if not on duty the Assistant Chief Clerk must be notified along with each crew they had a job briefing with, indicating track status which will include whether the track is clear and if cars are left on track indicating the number of hand brakes applied to remaining cars. Utility employees, when assigned will report to the Footboard Yardmaster when on duty or Multi-Yard Process Manager (MYPM) when not on duty.

Before departing yard, crews will contact the Footboard Yardmaster if on duty.

CARRINGTON

This page left blank intentionally.

Canadian Pacific US WEST REGION Timetable NO 101
Elbow Lake Sub Module 4

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	ELBOW LAKE 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 Glenwood		Mile Post Location					
3.43	4930	BT I	YL	0.0	(Jct Elbow Lake Sub) (Jct Detroit Lakes Sub) GLENWOOD # Glenwood West	120.3 121.6	118.5 to 122.0	YARD			
					9.0						
	4932			9.0	LOWRY	129.3					
					5.6						
	4933			14.6	FARWELL	134.9					
					4.6						
	4934		T	19.2	(ESS Kensington) KENSINGTON (WSS Kensington)	138.7 139.5 139.6		4146		137.0	
					6.5						
	4935			25.7	(ESS Hoffman) HOFFMAN (WSS Hoffman)	145.7 146.0 147.5		8082			
					6.6						
	4936			32.3	BARRETT	152.6				157.8	
					7.6						
	4937			40.0	ELBOW LAKE	160.2					
					6.8						
	4938			46.7	WENDELL	167.0					
					10.1						
	4939			56.9	(ESS Nashua) NASHUA (WSS Nashua)	177.1 177.1 178.8		8000			
					2.1						
	4940	AMJ		59.0	(BNSF Crossing) B.N. JCT	179.2					5.6
					4.9						
	4941			63.9	TENNEY	184.1				187.0	
					7.3						
4.66	4942		W	71.2	(ESS Fairmount) FAIRMOUNT (WSS Fairmount)	190.3 191.4 191.5		5096			
					4.2						
	4943	T		75.4	VEBLEN JCT (Jct Veblen Sub)	195.6					
					1.4						
	4944			76.8	(ESS Oswald) OSWALD (WSS Oswald)	196.1 197.0 197.9		9409			
					8.6						
	4945	J		85.4	(ESS Hankinson) HANKINSON (WSS Hankinson)	204.3 205.6 205.7		5234			
					7.7					212.2	
	4949			93.1	MANTADOR	213.3					
					10.3						
	4951			103.4	(ESS Wyndmere) WYNDMERE (WSS Wyndmere) (RRV&W Crossing)	221.9 223.6 223.7		7760			
		AM			11.8						
	4952			115.2	MCLEOD	235.4				235.5	
					5.6						
	4858		C	120.8	(ESS Orchid) ORCHID (WSS Orchid)	240.5 241.0 242.1		8000			
					7.9						
	4953			128.7	ANSELM	248.9					
					3.8						
	4954	AJM		132.5	RANSOM JCT (RRV&W crossing)	252.7					
					4.6						
	4955	B	YL	137.1	ENDERLIN (Jct Carrington Sub)	257.5	255.0 to 259.0	YARD			

ELLA - 1

ELBOW LAKE

Canadian Pacific US WEST REGION Timetable NO 101
Elbow Lake Sub Module 4

ELBOW LAKE SUBDIVISION

1.0 Radio and Telephone Information

1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	065-065	4	*41#	911
Glenwood Yard	044-044			
Enderlin Yard	094-094			
DMVW Hankinson (Disconnect)	077-077		241 (142)	240 (042)

1.2 Telephone

Dakota Dispatcher 612-904-5822
COTD 612-904-5836
DMVW Dispatcher 802-527-8737

2.0 Speed

1.1 Maximum Speed	MPH
MP 118.5 – MP 121.5	25
MP 121.5 – MP 121.7 Glenwood West interlocking	10
MP 121.7 – MP 122.0	20
MP 122.0 – MP 126.3	40
MP 126.3 – MP 157.7	49
MP 157.7 – MP 159.5	40
MP 159.5 – MP 161.0	30
MP 161.0 – MP 178.8	49
except wwd movements MP 177.8 to MP 178.8	30
MP 178.8 – MP 179.0, over BNSF crossing	25
MP 179.0 – MP 205.8	49
except ewd movements MP 179.0 to MP 180.0	30
MP 205.8 – MP 206.2	25
MP 206.2 – MP 211.8	40
MP 211.8 – MP 223.5	49
MP 223.5 – MP 223.6 – RRVW Crossing	30
MP 223.6 – MP 252.6	49
MP 252.6 – MP 252.7 – RRVW Crossing	30
MP 252.7 – MP 255.0	40
Fairmount – on new industry track	5
Through turnout of all switches and tracks other than main track, not otherwise specified	10
Through turnouts and on sidings at Hoffman, Nashua, Oswald, Wyndmere and Orchid	25

2.2 Cold Weather Restrictions

Temperature minus -15 degrees F or colder
MP 122.0 - MP 132.0 35
MP 198.0 - MP 257.0 35
Temperature minus -30 degrees F or colder
Entire Sub 35
unless more restrictive speed is in effect.

ELBOW LAKE 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.

Exception ambient temperature of 90 degrees F will apply between:

MP 122.0 to MP 132.0 and MP 198.0 to MP 257.0.

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 137 to MP 140
MP 182 to MP 185

3.0 Tabular General Bulletin Order/Track Bulletins

3.1 Elbow Lake Subdivision

Provisions of Rule 6.2 apply.

3.2 DMVW Dakota Subdivision

Dailey Operating Bulletins (DOB) will be faxed to Hankinson and crews will need to verify the DOB's before entering DMVW trackage.

4.0 Block System/Authority/Track Designation

4.1 Block System

Not Applicable

4.2 Authority

Track Warrant Control is in use between Glenwood and Enderlin.

Rule 14.4.1 (Radio Blocking) is in use on this subdivision.

4.3 Main Track Designation

Single Main Track between Glenwood and Enderlin.

4.4 Yard Limits

West MP	East MP
122.0	Glenwood
.....	Glenwood (Paynesville Sub) 117.6
122.6	Glenwood (Detroit Lakes Sub)
210.0	Hankinson (DMVW RR)
197.0	Veblen Jct. (Veblen Sub) 194.5
.....	Enderlin 255.0
259.0	Enderlin (Carrington Sub)

4.5 Interlockings

Glenwood West, manual interlocking controlled by CP Minnesota train dispatcher AAR084-084 call in *71#.

Canadian Pacific US WEST REGION Timetable NO 101
Elbow Lake Sub Module 4

ELBOW LAKE SUBDIVISON

5.0 Equipment Restrictions and Securement Exceptions

Equipment Restrictions**5.1 Sidings**

Cars must not be stored on the former sidings at Wendell and Tenney and sidings at Oswald and Fairmount during the months of December through March.

5.2 Glenwood

Extreme care must be used when riding cars or working about cars in the yard account close clearances between tracks and around switch stands.

Six axle locomotives are prohibited on Ark Bedding Spur.

5.3 Elbow Lake

Trains or other equipment using former siding must be prepared to stop short of cars which may be on siding due to elevator loading process.

5.4 Fairmount

Six axle locomotives must not be operated on the Downtown track.

5.5 Hankinson

Six axle locomotives may operate on number 3 track and on elevator track up to Cannon Street (Main Street).

5.6 Mantador

Look out for scrap steel piled along south side of elevator track.

5.7 Enderlin

Six axle locomotives must not be operated on the PGA E0206 switch.

Look out for close clearances between ET01 through ET10 tracks and around switch stands.

ELBOW LAKE SUBDIVISON

Securement Exceptions**5.8 Glenwood**

Handbrakes will be applied on the east end of all tracks except 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.

5.9 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 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.

5.10 Tenney

Minimum number of hand brakes to be applied is 10 percent plus 4 on the low end of the grade, leaving cars bunched and near derail, where applicable and wheels blocked with a chock.

5.11 Enderlin

Cars set out on track 20 and 21 at the ADM/NSI facility will have all handbrakes applied to each car. GCOR Rule 7.6 will apply to all other tracks at the facility.

Trains staging at "Pig Farm" minimum 2 handbrakes.

ELBOW LAKE

Canadian Pacific US WEST REGION Timetable NO 101
Elbow Lake Sub Module 4

ELBOW LAKE SUBDIVISION

Equipment Restrictions and Securement Exceptions - continued

5.12 Enderlin Yard

Minimum of 2 hand brakes required on:

- West end of tracks ET01 through ET10
- East end of tracks ET03A and ET10 (stub tracks)
- East end of Rip NO 1 track (ER1)
- East end of all PGA elevator tracks E0201 through E0206

All other tracks will be secured in accordance with Rule 7.6

5.13 Enderlin Crossing Air Hoses

Trains into Enderlin on NO 1 track or on the main track that need to cut the crossings at Broadway or Moorhead, inbound crew is responsible to ensure that the crossing air hoses are hooked up and operating to keep air throughout the train. Handbrakes need to be applied as required on number of cars in each cut.

When separating an inbound train at a crossing the "crossing air hose" must be attached in order to maintain air system integrity. Four (4) handbrakes must be applied to the standing cut of cars.

When switching an inbound train with the air system still charged, one (1) hand brake will be required on the standing cut of cars.

In all cases additional handbrakes must be set as necessary to prevent movement.

Trains into Enderlin on NO 1 track or on the main track that need to cut the crossings at Broadway or Moorhead, inbound crew is responsible to ensure that the crossing air hoses are hooked up and operating to keep air throughout the train. Handbrakes need to be applied as required on number of cars in each cut.

6.0 Movement Over Public Crossings

6.1 Wendell

Train movements on former siding and house track over STH #55 MP 166.9 must be protected by activating gates and flashing lights with switch lever in locked box on outside of crossing bungalow. Deactivate signals by returning the lever to off position and locking box when movement is clear of crossing.

7.0 Quiet Zones

Not Applicable

ELBOW LAKE SUBDIVISION

8.0 Switch and Derail Information

8.1 Glenwood

Main track switches located at MP 119.7 and MP 121.5 for OM Pass track, may be left lined and locked in either the normal or reverse position.

8.2 Glenwood – Remote Activated Switch

Radio Touch Tone controlled power switches placed in service as shown below and 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.

- MP 121.5 on West Pass/Main track Switch Glenwood Yard 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 4 (AAR 44).

The following will apply to the operation of the power switches by radio touch tone:

- 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.

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.

(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.

Maintenance of Way movements must hand operate the power switch as outlined above for their movements and be clear of switch location before putting switch back on power.

8.2 Tenney

The switch at the west end of the former siding leading into the elevator track must be left lined for movement on the elevator track.

8.3 B.N. JCT

Eastward movements to transfer track must contact train dispatcher before fouling inside wye track and at Nashua westward movements using transfer track must contact train dispatcher before going by east siding switch.

Canadian Pacific US WEST REGION Timetable NO 101
Elbow Lake Sub Module 4

ELBOW LAKE SUBDIVISON

8.0 Switch and Derail Information-continued

8.4 Enderlin

The east or west main track switches for NO 1 track may be left lined and locked in either the normal or reverse position. Yard switches on NO 1 track must be left lined for NO 1 track when not in use.

9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

9.1 Trackside Warning Detector Locations

Milepost	Type of Detector	Call Back
137.0	HBD/DED	N/A
157.8	HBD/DED	N/A
187.0	HBD/DED	N/A
212.2	HBD/DED	N/A
235.5	HBD/DED	N/A

9.2 Bad order Set Out Tracks

Farwell east end former siding
Nashua east end of house track
Tenney east end of house track
Hankinson stub track
McLeod east end of storage track
Enderlin ER1 track

10.0 Other Tracks

Not Applicable

11.0 General Information

11.1 Glenwood

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.

ELBOW LAKE SUBDIVISON

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.

11.2 SHORT MILE

MP 153 to MP 154 is only 2247 feet.

11.3 Tenney

Spot all empties for the elevator on the north track, the elevator will then put the loads on the middle track.

11.4 Fairmount

Fertilizer and gas cars for Tri-State Fertilizer and Energy will be spotted by the Hankinson Road Switcher.

11.5 Enderlin

When switching at ADM/NSI all train personnel while on their property are required to wear hard hats. Crews that perform work must contact them prior to entering their facility. ADM/NSI shift supervisor must be contacted prior to 2100 hours if plant cannot be spotted by that time. Advise the supervisor what time is estimated for the spotting to take place. While switching at the plant the ADM/NSI engine/car mover will stop working until the railroad crew is finished.

ADM/NSI 701-437-3000
Refinery Control room Ext 265
A-Section Control room Ext 201
Supervisor Office Ext 227
Boiler Control room Ext 241

Movements over the scale at ADM/NSI are restricted to no more than 5 MPH.

Enderlin Yard- Trains will contact the Assistant Chief Clerk (ACC) in St Paul for yarding instructions. The ACC can be contacted via MRAS at 651-778-3672.

Road/Yard assignments will contact Footboard Yardmaster before their initial job briefing to ascertain location of any assignments working in the yard.

Footboard Yardmaster will inform assignments requesting information of other movements and additional instructions on track(s) to be used, if required.

ELBOW LAKE

Canadian Pacific US WEST REGION Timetable NO 101
Elbow Lake Sub Module 4

ELBOW LAKE SUBDIVISON

General Information - continued

Crew members informed of other assignments will contact those assignments and conduct a job briefing advising of the moves and tracks to be used. When crews are working on both ends of the yard, a job briefing must be held with each crew.

Once work is completed, Footboard Yardmaster if on duty or if not on duty the Assistant Chief Clerk must be notified along with each crew they had a job briefing with, indicating track status which will include whether the track is clear and if cars are left on track indicating the number of hand brakes applied to remaining cars.

Utility employees, when assigned will report to the Footboard Yardmaster when on duty or Multi-Yard Process Manager (MYPM) when not on duty.

Before departing yard, crews will contact the Footboard Yardmaster if on duty.

ELBOW LAKE

**Canadian Pacific US WEST REGION Timetable NO 101
Veblen Sub Module 5**

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Veblen Jct.	VEBLEN 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
2.1	4943	T	YL	0.0	(Jct Elbow Lake Sub) VEBLEN JCT	194.5	↑ 197.0				2.19
	0748		T	6.7	LaMARS	201.2					
	0749		W	7.6							
			C	14.3	ROSHOLT	208.8					
				1.2							
		J	YL	15.5	(End of Main Track) (Jct Sunflour Railroad)	210.0	↓ 210.0				

VEBLEN SUBDIVISION

1.0 Radio and Telephone Information

1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	065-065	4	*41#	911

1.2 Telephone

Dakota Dispatcher..... 612-904-5822
COTD..... 612-904-5836

2.0 Speed

2.1 Maximum Speed	MPH
Veblen Jct – MP 210.0	25
Through turnout of all switches and tracks other than main track, not otherwise specified	5

2.2 Cold Weather Restrictions

Temperature -15 degrees F or colder
Entire Sub
10 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

VEBLEN SUBDIVISION

3.0 Tabular General Bulletin Order/Track Bulletins

3.1 Veblen 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 use between Veblen Jct. and MP 210.0.

Rule 14.4.1 (Radio Blocking) is in use on this subdivision.

4.3 Main Track Designation

Single Main Track between Veblen Jct. and MP 210.0.

4.4 Yard Limits

West MP	East MP
197.0	Veblen Jct. 194.5

4.5 Interlockings

Not Applicable

5.0 Equipment Restrictions and Securement Exceptions

Equipment Restrictions

5.1 Bridge MP 209.6

Trains handling 286,000 capacity cars are prohibited over bridge at MP 209.6 unless loaded car is 268,000 or less.

VEBLEN

VEBLEN SUBDIVISION

5.2 LaMars and Rosholt

Cars must not be dropped while switching house tracks.

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

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

Not Applicable

10.0 Other Tracks

Not Applicable

11.0 General Information

11.1 Rosholt

When spotting empties at Rosholt spot them on the furthest south track.

11.2 Rosholt Sunflour Railroad Company

Cars to be interchanged with the Sunflour Railroad Company will be left within the Sunflour Railroad Company yard limits between MP 210.0 and MP 211.5.

VEBLEN

Canadian Pacific US WEST REGION Timetable NO 101
Detroit Lakes Sub Module 6

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Glenwood	DETROIT LAKES 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
3.43	4930	B T I	YL	0.0	(Jct Paynesville Sub) (Jct Elbow Lake Sub) GLENWOOD # Glenwood West	120.3 121.6	118.5 to 122.6	YARD			
			T		10.1						
	4891			10.1	(ESS Forada) FORADA (WSS Forada)	129.6 130.4 130.5		4925		143.4	
	4892			16.5	6.4 ALEXANDRIA	136.8					
	4893			23.7	7.2 CARLOS	144.0					
	4895			36.5	12.8 PARKERS PRAIRIE	156.8				166.2	
					13.6						
	4897			50.1	(ESS Henning) HENNING (WSS Henning)	168.3 169.5 170.1		9116			
	4898			59.2	9.1 OTTERTAIL	179.5					
	4899			65.8	6.6 RICHVILLE	186.1					
	4901			71.7	5.9 DENT	192.0				192.6	
	4902			80.2	8.5 (ESS Vergas) VERGAS (WSS Vergas)	199.8 200.5 201.2		7350			
	4903	A M		93.6	13.4 (ESS Detroit Lakes) DETROIT LAKES (WSS Detroit Lakes) (BNSF Crossing)	212.8 213.9 214.0		5913			
	4904			105.6	12.0 CALLAWAY	225.9				222.2	
4.97	4905		W	114.2	8.6 OGEMA	234.5					
	4906			119.7	5.5 WAUBUN	240.0				244.0	
					9.2						
3.14	4907		C	128.9	(ESS Mahnomen) MAHNOMEN (WSS Mahnomen)	249.1 249.2 250.2		6036			
					2.8						
				131.7	(ESS Marsh Creek) MARSH Creek (WSS Marsh Creek)	252.8 252.0 251.0		8700			
	4908			137.6	5.9 BEJOU	257.9					
	4910			144.3	6.7 WINGER	264.6					
	4911	A J M		153.6	9.3 (BNSF Crossing) ERSKINE	273.9				271.0	
	4912			163.6	10.0 BROOKS	283.9					
	4913			170.6	7.0 (ESS Plummer) PLUMMER (Jct Bemidji Sub) (WSS Plummer)	290.2 290.0 291.1		4651			
	4914			178.5	7.9 HAZEL	298.8				293.7	
					8.6						
					Continued next page						

DETROIT LAKES

Canadian Pacific US WEST REGION Timetable NO 101
Detroit Lakes Sub Module 6

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	DETROIT LAKES SUBDIVISION STATION PAGE	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From Glenwood	TRAM AREA 1 # Denotes Control Point or Manual Interlocking	Mile Post Location					
3.17	4915	B T J G	YL	187.1	T R FALLS (Jct NP Railroad) (MNR Crossing)	307.4	305.5 to 310.0	YARD			2.49

DETROIT LAKES SUBDIVISION

1.0 Radio and Telephone Information

1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	094-094	5	*51#	911
Glenwood Yard	044-044	1	*11#	911
Engineering	082-082	1	*11#	911

1.2 Telephone

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

2.0 Speed

2.1 MAXIMUM SPEED	MPH
MP 118.5 – MP 121.5	25
MP 121.5 – MP 121.7 Glenwood West interlocking	10
MP 121.7 – MP 136.6	40
MP 136.6 – MP 137.4 Alexandria, over street crossings and on curve	25
MP 137.4 – MP 213.4	40
MP 213.4 – MP 214.5 between Willow street, Detroit Lakes and BNSF crossing	20
MP 214.5 – MP 273.6	40
MP 273.6 – MP 273.7 over BNSF crossing	30
MP 273.7 – MP 306.0	40
Through turnout of all switches and tracks other than main track, not otherwise specified	10
Through turnouts and on siding at Henning and Marsh Creek	25
T R Falls on NO 8 yard track and through east end turnout MP 306.7 and west end of turnout MP 308.7	20
Except: Eastward movements entering main track from the east switch track NO 8 until 3rd street crossing is occupied	15
Vergas, on Vergas pit trackage	5

DETROIT LAKES SUBDIVISION

2.2 Cold Weather Speed Restrictions

Temperature minus -15 degrees F or colder
MP 122.0 - MP 305.0 35
unless more restrictive speed is 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 131 to MP 134
MP 182 to MP 185
MP 241 to MP 244
MP 293 to MP 296

3.0 Tabular General Bulletin Order/Track Bulletins

3.1 Detroit Lakes 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 use between Glenwood
and
T R Falls
Rule 14.4.1 (Radio Blocking) is in use on this
subdivision.

4.3 Main Track Designation

Single Main Track between Glenwood and T R
Falls.

DETROIT LAKES

Canadian Pacific US WEST REGION Timetable NO 101
Detroit Lakes Sub Module 6

DETROIT LAKES SUBDIVISION

Block System/Authority/Track Designation - continued

4.4 Yard Limits

West MP	East MP
122.6	Glenwood
122.0	Glenwood (Elbow Lake Sub)
	Glenwood (Paynesville Sub)117.6
433.0	Plummer (Bemidji Sub).....432.4
	T R Falls.....305.5
310.0	T R Falls (Noyes Sub)

4.5 Interlockings

Glenwood West – Manual interlocking controlled by CP Minnesota train dispatcher.

Detroit Lakes – Automatic interlocking with BNSF.
Erskine - Automatic interlocking with BNSF.

5.0 Equipment Restrictions and Securement Exceptions

Equipment Restrictions

5.1 Glenwood

Extreme care must be used when riding cars or working about cars in the yard at Glenwood account close clearances between track and around switch stands.

Six axle locomotives are not permitted on Ark Bedding Spur.

5.2 Detroit Lakes

Look out for close clearance on house track at propane platform.

Hartman Hide and Fur, while switching do not ride on the north side of cars due to possibility of scrap overhanging from fence line.

5.3 Erskine

Six axle locomotives are prohibited on the run around track at Northern Plains Rail Services.

5.4 Henning and Marsh Creek

Henning and Marsh Creek sidings are equipped with a dimensional bulge for meets with trains handling dimensional equipment. When making meet, dimensional equipment should be in the area of the bulge.

Henning – 500 ft. dimensional bulge centered at MP 168.84.

Marsh Creek – 500 ft. dimensional bulge centered at MP 251.78.

DETROIT LAKES SUBDIVISION

Securement Exceptions

5.5 Glenwood

Handbrakes will be applied on the east end of all tracks except 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.

5.6 T R Falls Yard

Minimum of 2 hand brakes must be placed on the east end of each track. Cuts of cars to be lifted or trains made up will be secured on the "head end".

6.0 Movement Over Public Crossings

Not Applicable

7.0 Quiet Zones

Not Applicable

8.0 Switch and Derail Information

8.1 Glenwood

Main track switches located at MP 119.7 and MP 121.5 for OM Pass track may be left lined and locked in either the normal or reverse position.

8.2 Glenwood – Remote activation switches

Radio Touch Tone controlled power switches placed in service as shown below and 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.

- MP 121.5 on West Pass/Main Track Switch Glenwood Yard. 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 4 (AAR 044-044).

DETROIT LAKES

DETROIT LAKES SUBDIVISION

Switch and Derail Information – continued

The following will apply to the operation of the power switches by radio touch tone:

- 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.

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.

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.

Maintenance of Way movements must hand operate the power switch as outlined above for their movements and be clear of switch location before putting switch back on power.

8.3 T R Falls

The following switches may be left lined and locked in either the normal or reverse position:

East main - yard switch (MP 306.7)
 Main Track Yard Lead (MP 307.24)
 West main - yard switch (MP 308.7)

8.4 Bemidji

Bemidji Sub junction switch off siding may be left lined and locked in either the normal or reverse position.

9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

9.1 Trackside Warning Detector Locations

Milepost	Type of Detector	Call Back
143.4	HBD/DED	N/A
166.2	HBD/DED	N/A
192.6	HBD/DED	N/A
222.2	HBD/DED	N/A
244.0	HBD/DED	N/A
271.0	HBD/DED	N/A
293.7	HBD/DED	N/A

DETROIT LAKES SUBDIVISION

9.2 Bad Order Set Out Tracks

Alexandria..... east end of house track
 Parkers Prairie.... east end of house track
 Henning west end of house track
 Richville west..... end of former siding
 Detroit Lakes west end of house track
 Waubun west end of house track
 Mahnomon..... number 1 track west of Washington Ave
 Winger west end of house track
 Erskine west end of house track
 Plummer east of middle crossing
 Hazel west end house track

10.0 Other Tracks

Not Applicable

11.0 General Information

11.1 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 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.

DETROIT LAKES SUBDIVISION

General Information - continued

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.

Glenwood

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.

11.2 Winger

When spotting empties at the Winger Elevator spot them as follows:

- Spot 2 at elevator
- Leave 8 north of county road 1
- Leave remaining cars on pass track

11.3 T R Falls Yard – Yarding Instructions

Trains will contact the Assistant Chief Clerk (ACC) in St Paul for yarding instructions. The ACC can be contacted via MRAS at 651-778-3672.

Road/Yard assignments will contact Footboard Yardmaster before their initial job briefing to ascertain location of any assignments working in the yard.

Footboard Yardmaster will inform assignments requesting information of other movements and additional instructions on track(s) to be used, if required.

Crew members informed of other assignments will contact those assignments and conduct a job briefing advising of the moves and tracks to be used. When crews are working on both ends of the yard, a job briefing must be held with each crew.

DETROIT LAKES SUBDIVISION

Once work is completed, Footboard Yardmaster if on duty or if not on duty the Assistant Chief Clerk must be notified along with each crew they had a job briefing with, indicating track status which will include whether the track is clear and if cars are left on track indicating the number of hand brakes applied to remaining cars.

Utility employees, when assigned will report to the Footboard Yardmaster when on duty or Multi-Yard Process Manager (MYPM).

DETROIT LAKES

This page left blank intentionally.

DETROIT LAKES

Canadian Pacific US WEST REGION Timetable NO 101
Noyes Sub Module 7

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓	NOYES 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 T R Falls		Mile Post Location					
6.21	4915	BT J G	YL	0.0	T R FALLS (Jct NPR Railroad) (MNR Crossing)	307.4	305.5 to 310.0				
				17.1	NEWFOLDEN	324.5				319.1	
	4918			10.8							
	4919		T	27.9	STRANDQUIST	335.3					
				6.4							
	4920			34.7	(ESS Karlstad) KARLSTAD (WSS Karlstad)	341.4 342.1 342.3		4352			
				6.9							
	4921		W	41.6	HALMA	349.0					
				6.1							
	4922			47.7	(ESS Lake Bronson) LAKE BRONSON (WSS Lake Bronson)	355.2 356.0 357.0		9361			
				10.6							
	4923		C	58.3	LANCASTER	365.7					
				7.7							
	4924			66.0	ORLEANS	373.4				369.5	
				13.1							
	4925	T J S	YL	79.1	NOYES (Jct BNSF Railroad) (CN Crossing) (International Boundary)	386.5	383.5 to 386.7				5.46

NOYES SUBDIVISION

1.0 Radio and Telephone Information

1.1 Radio Channels

	AAR	Zone	Dispr Call In	Emer- gency
Road	094-094	6	*61#	911
TR Falls Yard	084-084			

1.2 Telephone

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

2.0 Speed

2.1 Maximum Speed

MPH

MP 309.6 – MP 384.0 40
T R Falls on NO 8 yard track and through east
end turnout MP 306.7 and west end of turnout
MP 308.7 20
Except: Eastward movements entering main track from
the east switch track NO 8 until 3rd street crossing is
occupied 15
Through turnout of all switches and track other
than main track, not otherwise specified 10
Through turnout and on siding Lake Bronson 25

NOYES SUBDIVISION

MPH

Noyes through east end of turnout MP 385.0
and on NO 2 yard track 20
Noyes six axle locomotives on wye track 5
Noyes – CP Emerson Sub Canada MP 64.1
(International boundary) and MP 60.6 (main
track begins sign), all movements between
these two points will be made in accordance
with GCOR Rule 6.28. 10

Trains handling 286,000 capacity cars are restricted as
follows, unless loaded car is 268,000 or less in weight.

Bridge MP 339.44 30 MPH

Bridge MP 339.85 30 MPH

Speed restriction over bridges applies only to the
loaded cars not entire consist, unless otherwise stated.

2.2 Cold Weather Restrictions

Temperature minus -15 degrees F or colder

Entire Sub 35
unless more restrictive speed is in effect.

NOYES

NOYES 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 Speed Test Sections

MP 316 to MP 319

MP 376 to MP 379

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

Provisions of Rule 6.2 apply.

3.2 NPR and MNR trains

TGBO required in accordance with Rule 15.1

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

Not Applicable

4.2 Authority

Track Warrant Control is in use between T R Falls and Noyes.

Rule 14.4.1 (Radio Blocking) is in use on this subdivision.

4.3 Main Track Designation

Single Main Track between T R Falls and Noyes.

4.4 Yard Limits

West MP	East MP
310.0.....T R Falls	
T R Falls (Detroit Lakes).....	305.5
386.7.....Noyes.....	383.5

T R Falls

Interchanging cars with Minnesota Northern Railroad may be made occasionally on Minnesota Northern main track north of the railroad crossing. Yard Limits are in effect on the Minnesota Northern Railroad between MP 14.0 and MP 25.0 where interchange will take place.

4.5 Interlockings

TR Falls – MNR crossing protected by stop signs.

NOYES SUBDIVISION**5.0 Equipment Restrictions and Securement Exceptions****Equipment Restrictions****5.1 Noyes-Emerson**

GE AC4400 and GM SD90MAC are prohibited on UE2, UE3, UE4, UR5, UR6 and UELD tracks within Emerson yard.

5.2 Lake Bronson

Lake Bronson siding is equipped with a dimensional bulge for meets with trains handling dimensional equipment. When making meet, dimensional equipment should be in the area of the bulge.

500 ft. dimensional bulge centered at MP 356.17.

5.3 Karlstad

6 axle locomotives are not permitted on the East 1000 feet of the house track.

Securement Exceptions**5.4 T R Falls Yard**

Minimum of 2 hand brakes required. Handbrakes will be applied on the east end of all tracks. Cuts of cars to be lifted or trains made up will be secured on the "head end".

5.5 Noyes - Emerson Yard

Minimum of 3 hand brakes required. on cuts of cars 10 or more when left standing and cuts of cars less than 10 will be governed by ABTHM Section 7 items 1.0 to 1.2 inclusive or GOI Section 14 items 1.0 to 1.2. inclusive.

6.0 Movement Over Public Crossings

Not Applicable

7.0 Quiet Zones

Not Applicable

8.0 Switch and Derail Information**8.1 T R Falls**

The following main track switches may be left lined and locked in either the normal or reverse position:
East main - yard switch (MP 306.7), Main track – yard lead (MP 307.24) and West main - yard switch (MP 308.7)

8.2 Noyes

The following main track switches may be left lined and locked in either the normal or reverse position:
East Main - No. 2 track switch (MP 385.0) and
West Main - No. 1 track switch (MP 386.6)

Canadian Pacific US WEST REGION Timetable NO 101
Noyes Sub Module 7

NOYES SUBDIVISION

9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

9.1 Trackside Warning Detector Locations

Milepost	Type of Detector	Call Back
319.1	HBD/DED	N/A
345.5	HBD/DED	N/A
369.5	HBD/DED	N/A

9.2 Bad Order Set Out Tracks

Karlstadelevator track west of elevator
Halmaeast end of west spur
Orleanswest end of former siding
Noyeswest end of stock track

10.0 Other Tracks

Not Applicable

11.0 General Information

11.1 T R Falls – Yarding Instructions

Trains will contact the Assistant Chief Clerk (ACC) in St Paul for yarding instructions. The ACC can be contacted via MRAS at 651-778-3672.

Road/Yard assignments will contact Footboard Yardmaster before their initial job briefing to ascertain location of any assignments working in the yard.

Footboard Yardmaster will inform assignments requesting information of other movements and additional instructions on track(s) to be used, if required.

Crew members informed of other assignments will contact those assignments and conduct a job briefing advising of the moves and tracks to be used. When crews are working on both ends of the yard, a job briefing must be held with each crew.

Once work is completed, Footboard Yardmaster if on duty or if not on duty the Assistant Chief Clerk must be notified along with each crew they had a job briefing with, indicating track status which will include whether the track is clear and if cars are left on track indicating the number of hand brakes applied to remaining cars.

Utility employees, when assigned will report to the Footboard Yardmaster when on duty or Multi-Yard Process Manager (MYPM).

NOYES SUBDIVISION

11.2 Noyes- Emerson – International Border Procedures

The Noyes station will be the crew change point for both US and Canadian Crews.

The Border Services Group (BSG) in Winnipeg will be responsible for all custom related work and the required notifications. Their phone number is 1-877-703-3308 or 1-204-947-3308. All paperwork will be left on the train.

Westbound

1. Train crews will contact the dispatcher 30 minutes prior to arrival at Noyes and request yarding instructions.
2. If a train encounters any delays enroute, they are to notify the dispatcher of their arrival time at Noyes so customs can be notified.
3. On arrival at Noyes, the crew will note on their crew to crew report if their train is separated at the angle crossing and what time the cut was made.
4. If the crew knows they will require transportation back to T R Falls, they should contact the Assistant Chief Clerk in advance so a cab can be at Noyes when they arrive.
5. If the crew is required to take the train into Canada for yarding purposes, you will need to contact the BSG to see if the train is clear to proceed into Canada.

Eastbound

1. Crews taking Eastward Trains MUST contact the BSG prior to departing, to ensure their train has been cleared and there are no set outs, unless crew brought the train across and were cleared.
2. If crew is required to get a train at the Golf Course crossing, or out of Emerson Yard, they will need to contact the BSG and let them know when crew will be going over for the train, and the estimated time train is expected to be ready to cross the border, so the proper people can be notified. If train needs to make moves across the border to double train together, BSG will get permission from customs to do this and pass the information on to the crew. When U.S. Customs is in place, the barman will let crew know when train can proceed across.

NOYES

NOYES SUBDIVISION

General Information - continued

11.3 Noyes Vehicle Cargo Inspection System

The Vehicle Cargo Inspection System (VACIS) at the Noyes/Emerson border point is fully operational and all eastbound trains entering the United States will be scanned.

1. When bringing a train into the USA, leave radio on channel CP 5 (AAR 88), US Customs has a radio with that channel, and the barman will be on that channel.
2. The barman will contact crew when C&BP (Customs & Border Patrol) have the VACIS ready for you to pull down to the VACIS unit.
3. When the train arrives at the VACIS unit the train crew will contact the Barman "to confirm that the C&BP are ready. When advised to proceed the train will proceed through the VACIS unit. Once the cab of the lead locomotive is fully through the VACIS unit, the C&BP officers will turn the VACIS system on and begin scanning the train. The VACIS light system will be engaged when scanning begins.
4. While pulling through the VACIS unit the train crew must maintain a speed of between 5 MPH and 7.5 MPH. If at any time the train is moving too quickly the C&BP will advise the crew to slow down.
5. If at any time the train is proceeding through the VACIS unit and the C&BP officer spots an anomaly that concerns them, the train crew will be contacted and instructed to stop the train. The train crew will stop the train as quickly and safely as practicable.
6. Once the train has completed pulling through the VACIS unit and the C&BP officers are satisfied there are no anomalies exist, the train crew will be advised to continue. If an anomaly does exist then the train crew will be required to comply with the instructions from the C&BP - VACIS officers.

Note: if the VACIS unit is not operational for any reason, trains will not be delayed, but C&BP personnel will revert to the visual inspection and clearance procedures.

11.4 Noyes Setting Out Cars for Inspection

If cars are required to be set out for unloading or inspection they should be set out on the Stock track as follows:

- Boxcar - spotted by the door on the North/West side of the building so the door on the car lines up with the door on the building.
- Cars loaded with containers or trailers should be spotted to the East/South end of the building, where the Top Lifter will be able to get to it, using the pad area on this side of the building.

Cars set out must be noted on the 125 report.

NOYES SUBDIVISION

11.5 Noyes Trains Already On US Side of Border

BSG should be contacted before departure to ensure train is OK to move and there are no cars to be set out by the inspection warehouse.

11.6 Noyes Air Pipe

Air pipe hose for maintaining train air at angle crossing. An air pipe is installed through the angle crossing south of the Noyes depot. The pipe is installed on the west side of the Main Track and number 2 track. It exceeds approximately 210 feet both north and south, with a 40 feet of air hose with a glad-hand attached. The glad-hand is equipped with a pressure relief valve. The air hose should be applied to the train whenever the angle crossing is required to be cut. When air hose is not in use it must be hung on stand.

Procedures for attaching the air hose

- Secure portion of train to be left standing per rules.
- Separate train at least 50 feet
- Attach air hose to portion of train left standing first
- Pull head end of train across the crossing
- Attach air hose to head end of train and open angle-cock.
- Secure head end of train
- Note that air is being restored to train.

Procedures for removing air hose from train

- Close angle-cock on head portion of the train.
- Depress bleeder valve on glad-hand for at least 10 seconds to release pressure.
- Replace hose on stand.
- Remove hose from standing portion of train and replace on stand.
- Recouple the train, make appropriate brake tests and depart.

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD ↓ Distance From Plummer	BEMIDJI 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
4.06	0897		T	22.3	(End of Main Track) GULLY	411.5					
					3.6						
	0898		W	18.7	TRAIL	415.1	414.0 to 416.0				
					8.7						
	0899		C	10.0	OKLEE	423.8					
					10.0						
	4913		YL	0.0	PLUMMER (Jct Detroit Lakes Sub)	433.8	432.4 to 433.0	4651			3.43

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

	AAR	Zone	Dispr Call In	Emer- gency
Road	094-094	5	*51#	911

1.2 Telephone

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

2.0 Speed

2.1 Maximum Speed	MPH
Gully – MP 433.8	10
Through turnout of all switches and tracks other than main track, not otherwise specified	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 Bemidji Subdivision**

Provisions of Rule 6.2 apply.

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

Not Applicable

4.2 Authority

Track Warrant Control is in use between Plummer and Gully.

Rule 14.4.1 (Radio Blocking) is in use on this subdivision.

4.3 Main Track Designation

Single Main Track between Plummer and Gully.

4.4 Yard Limits

West MP	East MP
416.0	Trail 414.0
433.0	Plummer 432.4

4.5 Interlockings

Not Applicable

5.0 Equipment Restrictions and Securement Exceptions**Equipment Restrictions****5.1 MP 431.0**

Six axle locomotives are prohibited from MP 431.0 to end of track Gully.

Securement Exceptions

No exceptions

Canadian Pacific US WEST REGION Timetable NO 101
Bemidji Sub Module 8

BEMIDJI

BEMIDJI SUBDIVISION

6.0 Movement Over Public Crossings

6.1 Gully

Train and engine movements must stop before occupying Highway 2 crossing and have a crew member on the ground at the crossing to warn traffic until crossing is occupied.

7.0 Quiet Zones

Not Applicable

8.0 Switch and Derail Information

8.1 Plummer

Bemidji Sub junction switch off siding may be left lined and locked in either position.

8.2 Trail

East House track switch may be left lined and locked in either the normal or reverse position.

BEMIDJI 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

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	PAYNESVILLE 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
2.15	4866	T	6.28	C	118.9	(Jct BNSF Railroad) # BN UNIVERSITY SHOREHAM 1.0	1.0		YARD			
					117.9	(Jct Withrow Sub) # CP UNIVERSITY 0.5	2.0			CQ MP 1.0 to MP 5.0		
					117.4	# MARSHALL ST 0.6	2.5					
	4870				116.8	# CAMDEN (Jct 14th Ave Spur) 1.4	3.1					
	4871	B			115.4	# Humboldt East HUMBOLDT YARD # Humboldt West 2.3	3.3 4.5 5.4		YARD			
	4872	I			113.1	# CRYSTAL (BNSF Crossing) 0.4	6.8			CQ MP 5.5 to MP 6.0		
	4873				112.7	# MN&S JCT (Jct MN&S Spur) 4.4	7.2			PQ MP 9.8 to MP 13.5	9.8 12.8 (TPD)	
					108.3	# CP HENEY 3.9	11.6					
	4874				104.4	HAMEL 5.8	15.5			CQ MP15.22 to MP 15.73		2.68
	4876				98.6	# Loretto East LORETTO # Loretto West 5.2	21.1 21.3 22.6		7847			
	4877		T	93.4	ROCKFORD 5.6	26.5			CQ MP 23.75 to MP 24.25	24.2		
	4878		87.8	# Dickinson East DICKINSON # Dickinson West 4.4	31.2 32.1 33.1		9200					
	4879		83.4	# Buffalo East BUFFALO # Buffalo West 7.7	35.6 36.5 36.7		6093					
	4880		75.7	MAPLE LAKE 6.3	44.6				47.7			
	4881		69.4	ANNANDALE 4.8	50.9							
	4882		64.6	# South Haven East SOUTH HAVEN # South Haven West 5.4	55.3 55.7 57.0		8477					
	4883		C	59.2	KIMBALL 5.3	61.1						
	4884		53.9	WATKINS 3.3	66.4							
			57.2	# CP 70 3.5	69.7					69.7		
	4885		47.1	EDEN VALLEY 9.3	73.2							
					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 ↓ Distance From Glenwood	CONTINUED PAYNESVILLE 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
	4886		C	37.8	# Paynesville East PAYNESVILLE # Paynesville West	81.1 82.5 82.7		7651			
					7.0						
	4887			31.2	REGAL	89.5					
					6.2						
	4900		T	24.6	# Murray East MURRAY # Murray West	94.9 95.7 96.5		8000		93.6 (HBD/Wild)	
					8.4						
	4889			16.2	(ESS Brooten) BROOTEN (WSS Brooten)	103.3 104.1 104.5					
					8.1						
	4890		C	8.1	SEDAN	112.2					
					2.7						
				5.4	# CP 115	114.9				115.5	
					5.4						
	4930	BT I	YL	0.0	# Glenwood East GLENWOOD # 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	
2.1 Maximum Speed	XT	Other
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
14th Ave. Spur (Local Line) (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 Sub35 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 Brooten

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 set out 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

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 45th 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 45th 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
14th Ave Spur			
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

LUNARPROCEED..... 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

Canadian Pacific US WEST REGION Timetable NO 101
Paynesville Sub Module 9

PAYNESVILLE

PAYNESVILLE SUBDIVISION

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.

PAYNESVILLE SUBDIVISION

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.

MN&S SPUR

MN&S Spur Trackage is considered part of the Paynesville Sub.

MN&S SPUR

3.0 Tabular General Bulletin Order/Track Bulletins

3.1 MN&S Spur

Provisions of Rule 6.2 apply.

4.0 Block System/Authority/Track Designation

4.1 Block System
Not Applicable

4.2 Authority

Between MN&S Jct. and MP 24.0 – Block Register Territory is in use. All train and MW movements must register in and out of this territory with the Minnesota train dispatcher.

4.3 Main Track Designation

Track Other Than Main Track – Rule 6.28

4.4 Yard Limits

Not Applicable

MNS - 1

July 9, 2012