

CN

MIDWEST DIVISION



TIMETABLE NO. 10

**EFFECTIVE 0001
JANUARY 01, 2025**

**Updated as of 4/03/2025
Southern Region (US)**

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Below is a List of designated AAR Channels for use only at the following Zone Terminals/Yards.

Note: For Base Radios, channels listed below are the ONLY authorized channels to be used for communication.

TERMINAL/YARD	FUNCTION/OPERATION	AAR CHANNEL/YARD CALL IN CODE
Fond du Lac	Northbound Trains Yarding and Departing (CH 2) (After contacting North Yard switch crews on CH 7, trains working tracks 30-39 & 51-54 must work on CH 2)	(010 010)
	Southbound Trains Yarding and Departing (CH 4) (After contacting South Yard switch crews on CH 8, trains working tracks 55-75 & 266 must work on CH 4)	(015 015)
	Yardmaster (CH 5) (Yardmaster can only be contacted on CH 5)	(049 049)
	Mechanical and Engineering (CH 6)	(064 064)
	Yard Switch Crews on 30-39 & 51-54 (CH 7)	(076 076)
	Yard switch crews on tracks 55-75, 266, M591, M592 & M593 (CH 8)	(085 085)
Neenah	Shawano Sub (CH 2)	(010 010)
	Yardmaster (CH 4)	(015 015)
	West Yard Assignment (CH 5)	(049 049)
	Yard Channel (CH 6)	(064 064)
	Local Assignment (CH 7)	(076 076)
	Menasha Assignment (CH 8)	(085 085)
Manitowoc	Road Channel to Switch	(010 010)
Green Bay	Military Ave. North including ELS Main (CH 4)	(015 015)
	South Yard Switching Lead (CH 5)	(049 049)
	Industry Work in Swamp (CH 6)	(064 064)
	Yardmaster (CH 7)	(076 076)/*5867#
	Howard Spur (CH 3)	(079 079)
	North Yard Switching Lead (CH 8)	(085 085)
Powers	Road Channel to Switch	(015 015)
Escanaba	Ore Dock Yard - Switching Operations	(010 010)
	Ore Dock Yard - Used to Switch When Zone is Activated	(045 045)
	Dock Operations	(052 052)
	Yard 6 - Switching Operations	(079 079)
	Dock Operations	(090 090)
Gladstone	Used to Switch When Zone is Activated	(010 010)
	Road Channel to Switch When Zone is Not Activated	(015 015)
Stevens Point	Yardmaster	(015 015)/*5868#
	A Yard Switching Lead	(049 049)
	Roundhouse and Mechanical	(064 064)
	B Yard Switching Lead	(076 076)
	Plover/Uptown Mill/L56081	(085 085)
	Mechanical	(054 054)
Wisconsin Rapids	Yardmaster	(015 015)
		*5871#
	Assignments outside of Yard	(079 079)
	North end Switching Assignments	(049 049)
	Mill Assignment	(010 010)
	Biron Mill Assignment	(064 064)
	Industrial Park and Nekoosa Industries	(076 076)
	South end Yard Assignments	(045 045)
Marshfield	Road Channel to Switch	(079 079)
Ladysmith	Road Channel to Switch	(079 079)
Stone Lake	Road Channel to Switch	(079 079)

TERMINAL/YARD	FUNCTION/OPERATION	AAR CHANNEL/YARD CALL IN CODE
New Brighton	Yard Channel	(010 010)
	MNNR Interchange	(030 030)
	BNSF Interchange	(070 070)
	New Brighton to Withrow (Yard)	(079 079)
	CP Interchange	(084 084)
	CP Interchange	(094 094)
Superior/Pokegama	BNSF Superior - Road	(066 066)
	UP Superior	(071 071)
	BNSF Superior - Yard	(076 076)
	Pokegama Yard	(087 087)
		*5863#
	CP Superior	(094 094)
Proctor	Yardmaster	(008 008)
		*5869#
	Locomotive Department	(012 012)
	Switching Operations	(038 038)
Duluth	Switching Operations	(008 008)
		*5873#
	Dock Operations/Repeater	(014 082)
	Maintenance of Way/Structures	(038 038)
	Dock Dumping Operations	(078 078)
Two Harbors	Yard Operations	(008 008)/*5875#
	Maintenance of Way/Structures	(038 038)
	Alternative Yard Channel	(078 078)/*5867#
	Yard Channel/Repeater	(089 035)/*5869#
Keenan	Yard Channel	(008 008)/*5865#
	Road Channel to Switch	(016 016)
Minorca Yard	Proctor Yardmaster	(008 008)
	[Call for instructions to occupy or foul Minorca Yard tracks]	Tone *5869#
Ranier	Road Channel to Switch - American Crews	(050 050)
	To Contact Canadian Crews	(087 087)

10 Life Critical Rules that account for most Transportation Accidents

1. Getting On/Off Equipment
2. Going Between Equipment
3. Shoving Cars
4. Leaving Equipment in Clear/Close Clearance
5. Riding Equipment - 3 Point contact
6. Separation (50ft) Between (25ft) Around
7. Securement of Unattended Equipment
8. Switches/Derails (Position and Operation)
9. Main Track Authorities
10. Locations Where Trains Must Stop

Applicable on all subdivisions

PTC Interoperability

Foreign crews operating trains destined to CN lines, contact CN NOC Support Desk via radio or telephone (877-406-3150) option 4 for CN initialization or TGBO issues.

If unable to contact CN NOC Support Desk, contact the Help Desk of the crew's employing railroad and be governed by their instructions.

Train must successfully initialize PTC with CN before entering CN PTC territory.

Kicking Cars

Kicking cars is prohibited unless within the confines of a classification yard where normal switching operations occur.

All other switch moves must be performed by shoving the equipment to a stop, specified spot location or coupling. When shoving movement is complete and prior to uncoupling from the equipment confirm the following:

- Coupling is made when coupling to other equipment;
- Required number of handbrakes are applied;
- Handbrake test performed; and
- Clear of adjacent tracks.

Applicable on the following subdivision(s):

VALLEY

Trains operating with PTC initialized, on PTC tracks designated in the timetable, the requirement of USOR 1000 MANDATORY DIRECTIVES (MD) and USOR 1001 ALL EMPLOYEES ISSUING, COPYING, AND REPEATING MANDATORY DIRECTIVES is amended for the following:

- GBO
- Track Authority

The above Authorities/MD's will be transmitted to the train via the PTC on-board system and the following will apply:

- RTC read of Authorities/MD to the train crew, will not be required. Once an authority/MD is created, it will automatically be sent to PTC trains operating on the subdivision and will immediately protect.
- When received on th CDU, crewmembers will review, discuss, and acknowledge Authority/MD.
- When contacted by the RTC to ensure Authority/MD "is present" or "accuracy" on the CDU, RTC and crewmembers will only confirm the Authority/MD number displayed on the CDU. (Read back of all lines on the Authority/MD is no longer required).
- The RTC will verify that the Authority/MD number is accurate.

If a discrepancy is present, or the Authority/MD is incorrect, the Authority/MD is to be verbally issued to the train and immediately reported to the NOC Support Desk.

When an Authority/MD is voided by the RTC, active PTC trains will no longer display the Authority/MD. Train crew may consider the Authority/MD no longer in effect. RTC will contact the train crew to ensure the Authority/MD has been removed from the CDU. No CDU prompt will be displayed for voided Authorities/MDs.

If any PTC enroute failure, or PTC CDU display fails enroute, the following will apply:

- If no Authorities/MD(s) have been delivered electronically while enroute, the train may continue operating by observing GBO(s) included in the trains TGBO and operate at maximum authorized speed.
- If Authorities/MD(s) have been electronically delivered while enroute, stop the train, consistent with good train handling, contact the RTC to verbally receive the Authority/MD information.
- If crew is unsure if Authorities/MD(s) have been electronically delivered, or of the location of such Authorities/MD(s) restrictions, stop the train, consistent with good train handling, and contact the RTC.
- When the RTC has been contacted due to PTC enroute failure, the RTC and crew members will job brief to determine if any Authorities/MD(s) are needed by the train. If Authorities/MD(s) are required, the RTC will verbally deliver all details of the Authorities/MD(s). Once the RTC has delivered the necessary Authorities/MD(s), the train may proceed.

Train crews are responsible for complying with electronically transmitted Authorities/MD(s) when notified by the prompt on the CDU. This includes when operating in Restricted Mode and/or Disengaged State.



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
			160.53	SHOPS NORTH 0.63	CTC		
			159.90	TAYLOR 0.76			
			159.14	ORR 0.94			
			158.2	JOHNNY Z 0.94			
			157.26	THORNTON 2.26			
			155.0	EDEN JCT. 1.1			
			153.9	VALLEY 7.8			
			146.1	BYRON 11.8			
	10,269	136.0 133.9	134.3	MARSH 11.7			
			122.6	SLINGER 1.7			
	10,127	121.4 119.2	120.9	ACKERVILLE 3.2			
	7,712	118.2 116.6	117.7	RUGBY JCT. 10.5			
			107.2	NORTH SUSSEX 2.0			
	13,071	105.2	105.2	NORTH DUPLAINVILLE 2.7			
		102.5	102.5	SOUTH DUPLAINVILLE 2.8			
	8,617	100.3 98.6	99.7	WAUKESHA 2.5			
			97.2	GRAND AVE 6.3			
	10,090	91.7 89.7	90.9	VERNON 10.3			
	11,160	82.3 80.1	80.6	MIDWAY 7.9			
	4,807	73.9 72.8	72.7	BURLINGTON 2.0			
11,865	72.12 69.7	70.7	NESTLE 9.1				
	6,201	61.4 60.0	61.6	SILVER LAKE 3.9			
		57.7	STATELINE				

Waukesha Subdivision from Stateline to Madison Street is shown in Central Division Timetable.

MAXIMUM SPEED MPH

60

PTC LIMITS - Shops North to Stateline

- Tracks 55-59 and 266, five (5) handbrakes will be applied to the south end..

Inbound Inspections - The following handbrake requirements are as follows:

- Tracks 51-54, five (5) handbrakes will be applied on the south end.
- Tracks 55-59 and 266, five (5) handbrakes will be applied to the north end,

3. The following applies when crews are switching

- Tracks 51-59 and 266 will apply at least one (1) handbrake to the remaining cars in track when making a cut.
- Tracks 60-75, the first seven (7) cars switched into each track must have the first seven (7) handbrakes fully applied. Then after, handbrakes must be sufficient to hold the track.

Note: In all cases crew must ensure track being handled is properly secured prior to leaving unattended. Cars must not be doubled from one track to another with handbrakes applied.

Fond Du Lac Terminal Instructions - To eliminate service disruptions the following applies: 50 car maximum when shoving northward through the following crossovers and switches at the south end of Shops Yard:

- Marsh Line to Macki Lead (268)
- FVW to Marsh Line
- Marsh Line to tracks 56-59 and 60's Lead.

Exception: The above does not apply when:

- A train is required to set out a block of cars from the middle of the train, the track to set out in is clear and movement does not stop.
- Tracks with more than 50 cars must be shoved to hold the remaining cars.
- When locomotive consist is two or more, the engineer must monitor amperage/ tractive effort not to exceed 900 amps or 60,000 pounds of tractive effort.
- Use only the amperage necessary to keep the locomotives moving until speed rises above 2 MPH. Advance the throttle only when the amperage decreases.

Fond Du Lac Yard Switching - The portion of USOR Rule 602 reading, "Release handbrakes before moving cars" does not apply on tracks in Fond Du Lac Yard. Employee must ensure that ALL equipment, including locomotives, is on tangent track and wheels are not sliding when moving cars with handbrakes applied. To avoid wheel lift through turnouts, shoving through turnouts with handbrakes applied is prohibited.

No. 1 Crossover from the FVW to the Marsh at the South DTMF - The No. 1 Crossover from the FVW to the Marsh at the South DTMF must be returned to normal position after being used for crossover movement unless instructed by a Yardmaster to leave in position it was being used.

Highline Switch (Shops Yard) - The highline switch will be lined and locked for the highline. This will be considered the normal position to protect against movements toward the main line.

Valley - NWD trains must call the Fond du Lac Yardmaster on Channel 5 (049 049) for instructions prior to accepting signal indication at Valley.

Slinger - Northbound trains entering the CN Main at the WSOR connection switch (MP 122.57) from WSOR Main to CN Waukesha Subdivision Main up to Kettle Morain Drive must comply with USOR Rule 528.

Slinger - When Planned Work is issued through Slinger, Roadway Workers will require additional protection to occupy the control point.

Ackerville Siding Connecting Track - North and South Ackerville connecting track is equipped with sliding derails. Before entering the siding from the connecting track, permission from the RTC is required to unlock the electric lock on the siding prior to operating the derail.

Duplainville - When necessary to hand operate the South Siding Switch, CP train dispatcher will provide blocking for the RTC, who will then authorize in accordance with Rule 714.

When stopped at signals governing movement to or from CP, obtain permission from CP dispatcher. Prior to authorizing movement passed signal displaying Stop indication at South Duplainville, CN RTC must contact CP Dispatcher for additional protection.

Green Road (MP 102 .55) - Green Road is located within the control point at South Duplainville and is maintained by the CP. However, upon notification by either a CP employee or a CN employee that crossing protection is needed, CN RTC must place crossing protection at Green Road (MP 102.55) as prescribed by either USOR 528 (AC power light flashing or extinguished), or USOR 529 Paragraph A or B.

Notification - If notified by CP employee that crossing protection is needed at Green Road (MP 102.55), CN RTC must report the crossing malfunction to the CN S&C Help Desk. If notified by CN employee, CN RTC must report the crossing malfunction to both the CN S&C Help Desk and the CP Dispatcher.

Midway- Re-crewing is prohibited at Midway due to right of way conditions.

Engine Restrictions - Prohibited 6 Axle Locomotive Locations
Agroland Spur (MP 156.10)
Waukesha - Amron Spur beyond S. Prairie Road

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 42.0 and MP 43.0 - Northward
- MP 105.0 and MP 114.4 - Northward
- MP 144.1 and MP 141.3 - Northward
- MP 156.0 and MP 147.8 - Southward

DP Remote Zone with Single Locomotive (ABTH 608) – If at least one car or platform weighing 45 tons or more can be placed immediately ahead of the DP Remote Zone. This exception only applies to mixed manifest trains (not solid empty bulk trains) operating at a minimum of 1.5 HPTA. To be in compliance, HPTA restrictions should not be issued for the purpose of fuel savings, unless the total HPT remains over 1.5.

This portion of ABTH 608 is only applicable on specific subdivisions, as indicated in the timetable and should only be used in the event there are less than (5) cars/platforms weighing 45 tons or more, placed directly ahead of the DP remote consist. Please see question below for clarification.

Do you have a minimum of 5 cars/platforms weighing 45 tons or more immediately in front of the DP Consist?	Yes	Follow HPTA Notch restrictions
	No	Be governed by the portion of ABTH 608 listed above.

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Lomira	143.0	.998	North
Theresa	138.3	3664	South
Zern Building Supply	129.3	.270	South
Spur 126	126.5	1487	North
Mukwonago	86.2	.780	South
M.E.T.W. Conn	85.1	Industry	South

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
				↓ CTCOS H	↑ H-TROZ H			
			247.0		HOOVER			
			244.3		ORCHARD		**244.30	
			243.3		STOCKTON			
			241.6		CUSTER			
			235.5		AMHERST JCT.		237.3	
	10,140	233.0 231.0	232.4		NELSONS		226.9	(045 045) RTC *1#
			220.8		WAUPACA		216.4	or *5480
	14,340	215.6 212.8	213.4		WEYAUWEGA		**212.83	
			207.0		FREMONT		207.3	Diesel Doc *3#
			204.0		READFIELD			MS Rep *8#
	9,935	201.6 199.5	201.0		ANTON	CTC	194.6	PTC *5#
	12,883		187.4	187.4	NEENAH NORTH			TSC *9#
			186.0	186.0	NEENAH			Emergency *0#
	15,950		184.8	184.8	NEENAH SOUTH			
			181.6	181.55	K JACKSON		181.1	
	6,014	179.0 177.8	178.3		WINNEBAGO		**176.0	
		172.8		OSHKOSH		**170.97		
		169.0		WOLF		169.1		
		166.8		BADGER				
		160.53		SHOPS NORTH				

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.



MAXIMUM SPEED MPH
PTC LIMITS - Hoover to Shops North60

SPEED RESTRICTIONS	MPH
Hoover - through turnouts DCS	.25
Hoover to Orchard - Main 2	.40
MP 247 to MP 246.8- Main 1	.40
Orchard - through turnout DCS	.40
MP 210.0 to MP 209.86 (Gills Landing Bridge)	.45
MP 188.3 to MP 186.9 - curves	.45
Neenah North - through turnouts DCS	.25
MP 186.9 to MP 185.8 - curve	.35
MP 185.8 to MP S. Winnebago	.50
Neenah South - through turnouts DCS	.25
S. Winnebago to Wolf - curves and drawbridge	.40
MP 174.4- Sterling Rd. (HER)	.35
Wolf - through turnout DCS	.35
Wolf to Shops North - Main 1	.50
Badger - through crossover	.25
Shops North - through turnout DCS	.20
North Yard, Main 1/Main 2 switch - through turnout	.20

SIDING SPEEDS	<i>Turnouts</i> MPH	<i>Siding</i> MPH
Nelsons	25	25
Weyauwega	40	40
Anton	40	40
Neenah	25	25
K Jackson	40	40
Winnebago	25	25

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars are cleared on this subdivision, maximum 180,000 lbs. with the following speed restrictions:
 Exception: Loaded 24 ft. Ore cars that are 73 tons or less are exempt from the following bridge restrictions, and maximum speed must not exceed 50 MPH.

- Maximum Speed 40 MPH
- 25 MPH over Bridge at MP 239.6
- 10 MPH over Bridge at MP 209.95
- 10 MPH over Bridge at MP 173.2

OPERATING CHARACTERISTICS

DOB LIMITS -

Stevens Point DOB	Superior Sub between MP 255.2 and MP 247 Neenah Sub between MP 247 and MP 244 Plover Sub between MP 77.3 and MP 83.1 Plover Industrial Spur
Neenah DOB	Neenah Sub between MP 190 and MP 181 Fox River Sub between MP 216 and MP 208.1 Shawano Sub between MP 358.18 and MP 360.0 Manitowoc Sub between MP 3.0 and MP 0.0
Fond du Lac DOB	Waukesha Sub between MP 160.53 and MP 145 Neenah Sub between MP 170 and MP 160.53

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between

Hoover and Shops North **Controlled by** Homewood RTC

Rule 901 - Switches where trains must not clear the main track:

County Materials	MP 240.6
Weyauwega - Both ends of team track	MP 213.5
Dale	MP 199.4
Runner Foundry	MP 184.56
N. Track 111	MP 184.27
Runner Track 111	MP 184.07
Noffke Lumber	MP 175.0
Oshkosh - Both ends of yard	MP 172.8

MEASURED MILES - between

MP 245.8 and MP 244.8
 MP 192 and MP 191
 MP 181 and MP 180
 MP 162.6 and MP 161.6

SPECIAL CONDITIONS**Rule 411 - Locomotive Whistle Quiet Zones - in effect**

Neenah - From Lake St. (mp 186.88) to and including Kampo St. (MP 184.29)

Oshkosh - From and including MP 164.71 (Lone Elm Road) to and including MP 178.81 (County Hwy Y), this includes the Airport Spur and Oshkosh Industrial Park trackage with the exception of:

Ripple Road (MP 169.90) on the Airport Spur and Vinland Street (MP 21.20) on the Oshkosh Industrial Spur, these two crossings are not included in the quiet zone.

Black Wolf - Ripple Road (MP 170.09) to and including Lone Elm Road (MP 164.71)

Short Miles - The following short miles exist on the Neenah Subdivision:

MP 168 - MP 169 = .83 mile
 MP 176 - MP 177 = .48 mile

Hoover - Switch to WSI is an electric lock switch controlled by the RTC.

Neenah Yard Switching - The portion of USOR Rule 602 reading, "Release handbrakes before moving cars" does not apply on tracks in Neenah Yard. Employee must ensure that equipment is on tangent track and wheels are not sliding when moving cars with handbrakes applied.

Oshkosh, Fox River Drawbridge - Trains at signal displaying stop will be authorized to proceed per Rule 857 if RTC has indication that bridge is closed and locked. Trains stopped at signal displaying stop must also observe the bridge locked light located on the signal mast.

Trains are governed by the Bridge-Locked indicator light which is an illuminated lunar "L". It will illuminate only when the absolute signal displays Stop indication, and the movable span of the bridge is fully lowered and locked. Before authorizing a train or engine past a Stop indication, the RTC will also determine from the crew that the Bridge-Locked indicator light is illuminated. If the Bridge-Locked indicator light is not illuminated, the train must be walked over the bridge by a qualified B&S or S&C employee through the RTC.

To provide for movement of Roadway Workers and On-Track equipment, selector switch lockout boxes are located at the north and south approaches to the movable span. When activated, the lockout prevents any remote operation of the bridge. Follow these steps:

On-Track Equipment or Roadway Workers - Prior to occupying the moveable portion of the bridge, On-Track Equipment or Roadway Workers must stop at the local control pushbutton box and receive permission from CN RTC to take local control of the bridge. When work is completed, and after On-Track Equipment or Roadway Workers are clear of the moveable portion of the bridge, return bridge control back to CN RTC.

Oshkosh - The part of USOR Rule 1003 reading: Except at railroad crossings at grade, trains granted Track Authority may, after stopping, pass a Stop indication without further authority while within the limits, does not apply at the absolute signals governing movement over the movable span of the Oshkosh Bridge.

Wolf - When trains are holding at Wolf, do not block Nekimi Road MP 167.8 any longer than possible. Black Wolf Road MP 166.7 may be blocked if necessary.

Badger - SWD trains must call Fond du Lac Yardmaster on Channel (049 049) CH 5 for yarding instructions when departing Badger.

Engine Restrictions - Prohibited 6 Axle Locomotive Locations

Waupaca, MP 220.2 - on Track W117
 Weyauwega - Presto Tracks
 Menasha Corp, MP 183.8 - track N250

CN Trains which are actively operating PTC on the subdivision, the requirement of USOR 1000 MANDATORY DIRECTIVES (MD) and USOR 1001 ALL EMPLOYEES ISSUING, COPYING, AND REPEATING MANDATORY DIRECTIVES is amended for the following:

- GBO
- Track Authority

The above Authorities/MD's will be transmitted to the train via the PTC on-board system and the following will apply:

- RTC read of Authorities/MD to the train crew, will not be required.
- Once an Authority/MD is created, the Authority/MD will be automatically sent to all PTC trains operating on the territory.
- PTC will immediately display and protect limits of the Authority/MD.
- When received on the CDU, crewmembers will review, discuss and acknowledge Authority/MD.
- When contacted by the RTC to ensure Authority/MD accuracy on the CDU, crewmember only will repeat all items of the Authority/MD displayed on the CDU to the RTC.
- The RTC will verify Authority/MD is accurate.

If a discrepancy is present, or the Authority/MD is incorrect, the Authority/MD is to be verbally issued to the train and immediately reported to the NOC Support Desk.



When an Authority/ MD is voided by the RTC, active PTC trains will no longer display the Authority/MD. Train crew may consider the Authority/MD is no longer in effect. RTC will contact the train crew to ensure the Authority/MD has been removed from the CDU.

If PTC CDU display fails enroute, the following will apply:

- If no Authorities/MD(s) have been delivered electronically while enroute, the train may continue operating by observing GBO(s) included in the trains TGBO.
- If Authorities/MD(s) have been electronically delivered while enroute, stop the train, consistent with good train handling, contact the RTC to verbally receive the Authority/MD information.
- If crew is unsure if Authorities/MD(s) have been electronically delivered, or of the location of such Authorities/MD(s) restrictions, stop the train, consistent with good train handling, and contact the RTC.
- When the RTC has been contacted due to CDU failure, the RTC will determine if any Authorities/MD(s) are needed by the train. If an Authorities/MD(s) are required, the RTC will verbally deliver all details of the Authorities/MD(s). Once RTC has delivered necessary Authorities/MD(s), the train may proceed.

Train crews are responsible for complying with electronically transmitted Authorities/MD(s) when notified by the prompt on the PTC display. This includes when operating in Restricted Mode and/or Disengaged State.

Any discrepancy/failure with an Authority/MD is to be immediately reported to the RTC and the NOC Support Desk.

DP Remote Zone with Single Locomotive (ABTH 608) – If at least one car or platform weighing 45 tons or more can be placed immediately ahead of the DP Remote Zone. This exception only applies to mixed manifest trains (not solid empty bulk trains) operating at a minimum of 1.5 HPTA. To be in compliance, HPTA restrictions should not be issued for the purpose of fuel savings, unless the total HPT remains over 1.5.

This portion of ABTH 608 is only applicable on specific subdivisions, as indicated in the timetable and should only be used in the event there are less than (5) cars/platforms weighing 45 tons or more, placed directly ahead of the DP remote consist. Please see question below for clarification.

Do you have a minimum of 5 cars/platforms weighing 45 tons or more immediately in front of the DP Consist?	Yes	Follow HPTA Notch restrictions
	No	Be governed by the portion of ABTH 608 listed above.

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 191.1 and MP 189.1- Northward
- MP 192.5 and MP 194.1- Southward

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Dale	199.4	.927	South
N. Oshkosh Industrial Spur	176.0	2.2 miles	South
Airport Spur	169.5	2.5 miles	South

TRACK CHART & SIDINGS	SIDINGS LENGTHS	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CALLS
			1.4	GREENBAY	Rule 520	229.66	(046 045) RTC #1# or #3270# Diesel Doctor #3# Ms Rep #4# PTC #5# TSC #6# Emergency #0#
			0.5	LUXEMBURG JCT.			
			241.5	DENMARK JCT.			
			239.5	SUGAR FACTORY	TA		
			236.9	DE PERE			
	6,850	226.1 224.7	225.5	WRIGHTSTOWN	CTC		
			221.4	KAWKAUNA	TA		
			219.4	LITTLE CHUTE			
			213.0	APPLETON			
	7,600	211.0 209.5	210.5	STROEBE	CTC		
			209.32	SHAWANO JCT.			
			208.1	NEENAH NORTH			

MAXIMUM SPEED 40

SPEED RESTRICTIONS	MPH
MP 0.5 to MP 0.0 - Running Track	20
MP 243.0 to MP 241.5 - curves	20
MP 241.5 to MP 240- Key/Key Crude Trains	35
MP 215.3 to Shawano Jct.	25
Shawano Jct. - through turnout DCS	25
Shawano Jct. to Neenah North - curves	25

SIDING SPEEDS	<i>Turnouts</i> MPH	<i>Siding</i> MPH
Wrightstown	25	25
Stroebe	10	10

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted - 286,000 lbs.

Loaded 24 ft. Ore cars are cleared on this subdivision, maximum 180,000 lbs. with the following speed restrictions:
 Exception: Loaded 24 ft. Ore cars that are 73 tons or less are exempt from the following bridge restrictions, and maximum speed must not exceed 50 MPH.

- Maximum Speed 40 MPH
- 10 MPH over Bridge at MP 238.4
- 10 MPH over Bridge at MP 228.93
- 25 MPH over Bridge at MP 213.3

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS <div style="display: flex; justify-content: space-between; align-items: center;"> SOUTH IRON </div>	METHOD OF OPERATION	DETECTORS	RADIO CHANNELS CALL INS
 Fox River Sub			358.18	*END OF CN TRACK 1.82	Rule 520		(010 010) RTC *1# or *5520# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
			360.0	SHAWANO JCT.			

*** ALL TRACKAGE NORTH OF MP 358.18 IS OWNED AND OPERATED BY FOXY RAILROAD**

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

OPERATING CHARACTERISTICS

DOB LIMITS -

Neenah DOB Neenah Sub between MP 190 and MP 181
 Fox River Sub between MP 216 and MP 208.1
 Shawano Sub between MP 358.18 and MP 360.0
 Manitowoc Sub between MP 3.0 and MP 0.0

Rule 520 - Trackage between MP 358.18 and MP 360.0 is designated as Non-Main Track.

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Sturm's Spur	358.2	255	North
Northern Contractors Spur	358.5	1315	South



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	WEST STATIONS	EAST	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL IN'S
				69.0	END OF TRACK		TA		(010 10)
				69.4	NEWTON					*1#
				75.5	MANITOWOC		YL		*5420#
				32.5	VALDERS		TA		Diesel Doc
				27.1	COLLINS				*3#
				17.2	HILBERT				MS Rep
				2.1	MENASHA		YL		*8#
				0.0	NEENAH				PTC
							*5#		
							*9#		
							Emergency		
							*0#		

MAXIMUM SPEED 35 MPH

SPEED RESTRICTIONS

	MPH
MP 69 to MP 75.5	10
Manitowoc to MP 43.2 - curves	10
MP 43.2 to MP 41.2 - curve and bridge	25
MP 30 to MP 29	25
MP 25.7 to MP 25	25
MP 16.9 - Chilton Sub Jct. switch	10
MP 14.5 to MP 12	25
MP 10.7 to MP 3	25
MP 3 to MP 0	10

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 263,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

OPERATING CHARACTERISTICS

DOB LIMITS -

- Neenah DOB Neenah Sub between MP 190 and MP 181
- Fox River Sub between MP 216 and MP 208.1
- Shawano Sub between MP 358.18 and MP 360
- Manitowoc Sub between MP 3.0 and MP 0.0

YARD LIMITS - in effect between

- MP 76.4 and MP 74.0
- MP 3 and MP 0

Track Authority - in effect between

- MP 69 and MP 74
- MP 76.4 and MP 3

Measured Mile Between

- MP 6 and MP 7

RAILROAD CROSSINGS AT GRADE

Controlled By

Hilbert.....Chilton Subdivision Crossing.....Gate*

* Gate must be left lined for the Manitowoc Subdivision when not in use.

On-Track Safety	Hilbert
Train Approach Warning	X
Inaccessible Track	X

Rule 520 - Rockwood Spur begins on Manitowoc Sub at crossover at MP 76.3 and continues to MP 83.5. This is designated as Non-Main Track.

SPECIAL CONDITIONS

Rule 411 - Locomotive Whistle Quiet Zone - in effect

Neenah - from MP 0 to and including MP 0.72 (Edna Ave.)

Menasha - from MP 0.79 (Abbey Ave.) to and including MP 2.76 (Konemac St.)

Menasha - Sonoco Paper Lead, Banta Line (Excluding tracks into R.R. Donnelley), extend from Sixth Street, MP 185.90, to Ninth Street, MP 186.38, and from Racine Street, MP 187.03, through Midway Road, MP 187.48.

Note: Horn operation is not required for private crossings between Ninth Street and the southernmost Hwy 441 ramp, and the multiple private cemetery crossings between the northernmost Hwy 441 ramp and Racine Street.

Close Clearance - Do not ride on the side of cars in Manitowoc on Tracks C121 and C002 when cars are on the adjacent tracks.

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 77.5 and MP 76 – Eastbound
- MP 77.5 and MP 40 - Westbound

Menasha Swing Drawbridge - Navigation season for the non-interlocked drawbridge at MP 1.3 will be posted by GBO. During the navigation season, operate the bridge according to instructions posted on both sides of the bridge.

Menasha - On the US Paper lead (both spur tracks) at Washington Street, do not occupy the crossing until the green light on top of the signal case is illuminated. If it does not illuminate, employee must be positioned at the crossing to warn auto traffic until occupied.

Rule 530 - Infrequently used Automatic Warning Devices

Silver Creek Rd. MP 73.92



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ ↑ NORTH ↓	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
 Manitowoc Sub			170.0	HILBERT — 7.5 —	Rule 520		(010 010) RTC *1# or *5350#
			162.5	CHILTON — 7.0 —	TA		Diesel Doc *3#
			155.5	NEW HOLSTEIN — 3.6 —			MS Rep *8#
			151.9	KIEL			PTC *5# TSC *9# Emergency *0#

MAXIMUM SPEED MPH
 25

SPEED RESTRICTIONS MPH
 MP 152.0 to MP 151.9 10

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted - 268,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

OPERATING CHARACTERISTICS
Track Authority - in effect between
 MP 168.9 and Kiel

RAILROAD CROSSINGS AT GRADE **Controlled By**
 Hilbert Manitowoc Subdivision Crossing Gate*
 * Gate must be left lined for Manitowoc Subdivision when not in use.

On-Track Safety	Hilbert
Train Approach Warning	X
Inaccessible Track	X

Rule 520 - Trackage north of MP 168.9 is designated as non-main Track.

SPECIAL CONDITIONS
Rule 530 - Infrequently used Automatic Warning Devices
 All crossings equipped with automatic warning devices on the entire Subdivision.

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Chilton Coop	165.7	2185	Both

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				WEST ↓	EAST ↑			
			310.8	HERMANVILLE		TA	292.4	(015 015) RTC *1# or *5490# Diesel Doc *3# MS Rep *6# PTC *5# TSC *9# Emergency *0#
				4.3				
			306.5	MALACCA				
				8.0				
			298.5	KREMLIN				
				9.0				
			289.5	PEMBINE				
			10.5					
		279.0	DUNBAR					
			9.4					
		269.6	*GOODMAN		520			

* ALL TRACKAGE WEST OF MP 269.0 IS OWNED AND OPERATED BY FOXY RAILROAD

MPH
25

MAXIMUM SPEED

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 268,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

OPERATING CHARACTERISTICS

Track Authority - in effect between
 Hermansville and Goodman

RAILROAD CROSSINGS AT GRADE

Pembine ELS Crossing. **Controlled By**
 Stop Signs

On-Track Safety	Pembine
Train Approach Warning	X
Inaccessible Track	X

Rule 520 - Trackage between MP 269.6 and MP 269.0 is designated as Non-Main Track.

MEASURED MILES - between

MP 303 and MP 304

SPECIAL CONDITIONS

Kremlin - Do not operate locomotive over scale on east end of loading track at Plant.

Pembine - The portions of tracks 610 and 611 West of the depot crossing at Pembine are out of service.

SGI Minerals, MP 298.5- Cars are allowed to be released under own momentum while switching industry on tracks P712 and P713.

Rule 530 - Infrequently used Automatic Warning Devices

County Trunk Hwy (CTH U)..... MP 278.46

MANISTIQUE SUBDIVISION



TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTOR	RADIO CHANNEL AND CALL INS
				2.0	STEELTON 1.0	Rule 520	**491.4	CN CH07 (063 002)
				1.0	SAULT STE. MARIE, ONT 0.2			
				492.3	SOO YARD 17.7	TA	475.4 466.55 447.88 435.0 415.56 399.80 391.9 380.95 362.2 102.6 85.1 75.47 64.0 52.25	
				475.6	KINROSS 25.9			
				449.7	TROUT LAKE 8.2			
				441.5	CAFFEY 10.0			
	3,338	431.49 430.79	431.5	GILCHRIST 12.1				
	3,041	419.77 419.14	419.4	SWIFT 3.5				
			415.9	GOULD CITY 9.7				
			406.2	INLAND 2.1				
	3,320	404.56 403.86	404.1	BLANEY 5.6				
			398.5	GULLIVER 11.1				
	2,606	387.7 387.1	387.4	CHERRY VALLEY 1.5				
	2,650	386.1 385.5	385.9	WEST MANISTIQUE 19.1				
	3,426	366.9 366.2	366.8	ISABELLA 12.5				
			354.3	ENSIGN 5.5				
			348.8	RAPID RIVER 6.1				
			345.0 118.4	GLADSTONE 3.3				
			117.4	LARCH 1.9				
			115.5	NORTH ESCANABA 2.3				
		113.2	ALGOMA JCT. 21.0					
		92.2	POWERS 19.4					
	2,844	73.0 72.3	72.8	STEPHENSON 22.2	TA			
			49.6	MENOMINEE 1.1				
			48.5	MARINETTE 6.2				
			42.3	PESHTIGO 12.7				
	7,735	30.5 28.9	29.6	OCONTO 23.9				
			5.7	ELS JCT. 4.3	Rule 520			
			1.4	GREEN BAY				

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.

MAXIMUM SPEED **MPH**
 40

SPEED RESTRICTIONS

Bridges between Soo Yard and Sault Ste. Marie, Ontario **MPH**
 10
 No train operation will be permitted on these bridges when winds exceed 40 MPH.
 MP 494.1 to MP 491.3 - curves 25
 MP 487.4 to MP 446.5 25
 MP 438.2 to MP 385.5 25
 MP 367.0 to MP 366.0 25
 MP 354.85 to MP 354.25 25
 MP 350.7 to MP 348.4 25
 Track G200 between MP 120.7 and MP 118.4 25
 Track G201 between MP 345.0 and MP 342.7 25
 MP 118.4 to MP 113.2 - curves 25
 Algoma Jct. - through South Wye turnout 25
 MP 92.8 to MP 91.3 25
 MP 51.6 to MP 47.2 - curves 25
 Marinette - track 115 5
 MP 29.4 to MP 27.9 - crossings 20
 MP 24.4 AND MP 24.1 - curve 25
 MP 6.0 to MP 3.0 20

SIDING SPEEDS

	<i>Turnouts</i> MPH	<i>Siding</i> MPH
Gilchrist	10	10
Swift	10	10
Blaney	10	10
Cherry Valley	10	10
West Manistique	10	10
Isabella	10	10
Stephenson	10	10
Oconto	25	25

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted: Soo Yard to Gladstone - 263,000 lbs.
 Gladstone to Green Bay - 286,000 lbs.
 Loaded 24ft . Ore cars are cleared between Gladstone and Green Bay on this subdivision, maximum 180,000 lbs . with
 the following speed restrictions:

Maximum Speed 40 MPH

- 10 MPH over Bridge at MP 116.6
- 25 MPH over Bridge at MP 108.67
- 10 MPH over Bridge at MP 92.79
- 10 MPH over Bridge at MP 75.18
- 10 MPH over Bridge at MP 72.13
- 10 MPH over Bridge at MP 42.42
- 10 MPH over Bridge at MP 28.32
- 10 MPH over Bridge at MP 24.20
- 10 MPH over Bridge at MP 23.97
- 10 MPH over Bridge at MP 14.72
- 10 MPH over Bridge at MP 9.03
- 10 MPH over Bridge at MP 4.2

OPERATING CHARACTERISTICS

DOB LIMITS -

Gladstone-Escanaba DOB Manistique Sub between MP 3.5 and MP 1.4
 Marquette Range Sub between MP 113.2 and MP 119
 Green Bay DOB Fox River Sub between MP 1.4 and MP 241.5
 Howard Spur
 Manistique Sub between MP 6 and MP 1.4

Track Authority - in effect between

MP 492.3 and MP 345
MP 118.4 and MP 3.5

Rule 520 - Trackage north of MP 492.3, between MP 345 and MP 118.4, and south of MP 3.5 is designated as non-main Track.

MEASURED MILES - between

MP 364 and MP 363
MP 487 and MP 486
MP 107 and MP 106
MP 20 and MP 19
MP 6 and MP 5

SPECIAL CONDITIONS

Rule 411 - Locomotive Whistle Quiet Zone - in effect
Green Bay - MP 2.88 (Military Ave.)

Rule 528 - Automatic Warning Devices

US 41, Skelly Spur MP 342.9

OPERATION BETWEEN STEELTON AND SOO YARD

Midwest Division employees operating between Soo Yard and Steelton on the Soo Sub are governed by CN US Operating Rules, except as modified in this section. Eastern Time is in use on the Soo Sub.

TELEPHONE NUMBERS

Ambulance - Fire - Police 911
CN Police Communications Centre 1-800-465-9239 or on Bell Cell #CNP
CN Manager Dangerous Goods (905) 669-3030
CN RTC Canada (844) 685-2223
CN MCO Edmonton (866) 475-9145

USOR Rule 410 (7) - Rule does not apply at the following crossings:

Mile 2.43 (Conmee Ave.)
Mile 2.83 (Second Line Rd)
Mile 3.31 (Peoples Rd)

CROR Rule 105 (USOR Rule 520) - SPEED ON OTHER THAN MAIN TRACK

Special instructions will indicate when this rule is not applicable on a specific track.

Unless otherwise provided by signal indication, a movement using non-main track must operate at REDUCED speed and be prepared to stop short of the end of track or the red signal prescribed by Rule 41.

- a. In CTC, movements may only enter a siding by signal indication or with permission from the RTC.
- b. Unless otherwise provided by signal indication or special instructions, movements operating on non-main tracks must not exceed fifteen (15) MPH.
- c. In addition to moving at REDUCED speed, a movement using a non-sigaled siding or using other non-main tracks so designated in special instructions, must operate at a speed that will allow it to stop within one-half the range of vision of a track unit. Not applicable where Siding Control Territory (SCT) rules are in effect.

Note: Reduced Speed is a speed that will permit stopping within one-half the range of vision of equipment. Non Main Track maximum speed not to exceed 15 MPH.

CROR Rule 112 Handbrakes

When equipment is left unattended, it must be secured to prevent it from moving unintentionally.

In the application of this rule:

- i. For the purpose of paragraphs (b) to (g), equipment is considered unattended when an employee is not in close enough proximity to take effective action to stop the equipment should it move unintentionally. At CN, employees are not permitted to attend unsecured equipment in the application of paragraphs (b) to (g).
- ii. Parking brakes are considered to be handbrakes.
- iii. Application of handbrakes must not be made while equipment is being pulled or shoved.
- iv. Before leaving equipment, the employee securing such equipment must confirm with another employee the

manner in which it has been secured.

The confirmation must include the number of hand brakes applied and the confirmation that the air brakes, when applicable have been applied. This must be documented in the written transfer between crews, or on the Brake Status Report.

- v. When one or more locomotives are coupled to one or more cars, handbrakes must be applied on all locomotives in the lead consist of the unattended movement. In the application of (g), the number of handbrakes applied on each locomotive in the lead consist must not be included in determining the number of handbrakes required on the cars.
- vi. Testing Handbrake Effectiveness

When testing the effectiveness of handbrakes, ensure all air brakes are released and:

- a. allow the slack to adjust. It must be apparent when slack runs in or out, that the handbrakes are sufficient to prevent the equipment from moving. When testing the effectiveness of handbrakes on a grade, the equipment must be moved towards the downgrade. After the movement has come to a stop, the slack must not adjust between the knuckles where separation is to be made. If slack adjusts then additional handbrakes must be applied and tested again; or apply sufficient tractive effort to determine that the handbrakes prevent the equipment from moving when tractive effort is terminated.

If the effectiveness of handbrakes is not sufficient to prevent the equipment from moving, apply one or more additional handbrakes and re-test.

Use of Air brakes

Before relying on airbrakes when used as securement as per this rule, the brakes must be conditioned to ensure there is no build up of ice or snow which may affect the retarding force.

A. Main Track, Subdivision Track, Siding or High Risk Locations

Equipment shall be considered unattended and must be secured unless:

- The equipment is coupled to a controlling locomotive; and
- The brake pipe of the controlling locomotive is coupled to the equipment and the brake pipe is open; and
- A qualified employee is on the controlling locomotive and able to operate the air brake system. Alternatively, a Locomotive Engineer can be located on the ground within arm's reach of the locomotive to complete passing train/transfer inspections in accordance with CROR 109.

When equipment not connected to an air source is left unattended, at least the minimum number of hand brakes as indicated in (g) must be applied, tested for effectiveness, and at least one of the following additional securement methods must be used:

- derail(s);
- track where rail physically ends;
- bowled terrain as identified in special instructions; or
- air brakes up to 2 hours.

When air brakes are used as an additional method of securement:

- the air brake system must be sufficiently charged to ensure proper brake application;
- the brake pipe must be fully vented at a service rate or has an emergency brake application; and
- on freight equipment, the angle cock is left fully open.

If required to be left longer, an employee must observe that the equipment has not moved, the air brake pistons remain extended, and the hand brakes are still applied. Such results must be communicated to another employee. This observation must be carried out at consecutive intervals of 2 hours or less. If any change in the condition of the above three items is observed, additional hand brakes must be applied as indicated in (g), using the next grade column which requires an increased number of hand brakes.

- ii. When equipment connected to an air source is left unattended, where air pressure is maintained by continuous operation or auto start:
 - at least the minimum number of hand brakes as indicated in (g) must be applied and tested for effectiveness;
 - the air brake system must be sufficiently charged to ensure proper brake application;
 - the equipment must be left with air brakes applied; and
 - the independent brake on the controlling locomotive must be fully applied.

In addition, at least one of the following securement methods must be used:

- derails;
- track where rail physically ends;
- a Mechanical Emergency Device;
- bowled terrain as identified in special instructions; or
- a locomotive equipped with roll-away protection.

When rollaway protection is used as an additional means of securement, the proper authority must be notified. One of the following means of verification must be used to ensure the rollaway protection remains operational:

- When automatic notification is used, it must notify the proper authority when rollaway protection has been activated, who must arrange for prompt inspection.
- In the absence of the above, an employee must verify that air pressure is maintained, and a penalty brake application has not occurred. This verification must be carried out at consecutive intervals of 18 hours or less.

If air pressure cannot be maintained, notify the proper authority, and secure the equipment per (a)(i).

b. Non-Main Tracks (Excluding Subdivision Track, Sidings, Yards and High Risk Locations)

When equipment is left, apply at least one handbrake, with one additional handbrake for every ten cars to a maximum of 5. On tracks with a grade greater than 0.4%, apply a minimum number of handbrakes as indicated in (g) and test for effectiveness.

c. Yard Tracks

When switching is performed by allowing equipment to roll under its own momentum, precautions must be taken by crew members to prevent unintended rollbacks and/or fouling of other tracks and equipment.

When equipment is left unattended or uncoupled from an engine in a yard track, to prevent equipment from moving unintentionally, it must be secured by using at least one of the following:

- Handbrakes, apply at least one, with one additional handbrake for every ten cars to a maximum of 5, unless otherwise indicated in special instructions. On tracks with a grade greater than 0.4%, apply the minimum number of handbrakes as indicated in (g) and test for effectiveness;
- bowled terrain;
- retarders;
- wheel chocks or skates;
- air brakes, not connected to an air source, for up to 2 hours when:
 - there are 10 or more cars;
 - the air brake system is sufficiently charged to ensure proper brake application;
 - the brake pipe is fully vented at a service rate or has an emergency brake application; and
 - on freight equipment, the angle cock is left fully open.

If required to be left longer, an employee must observe that the equipment has not moved, the air brake pistons remain extended, and the handbrakes (when used) are still applied.

Such results must be communicated to another employee. This observation must be carried out at consecutive intervals of 2 hours or less. If any change in the condition of the above items is observed, handbrakes must be applied as indicated in (g); or

- air brakes, connected to an air source, where air pressure is maintained by continuous operation or auto start, and a Mechanical Emergency Device is used.

d. Exceptional weather situations, such as high winds or other unusual conditions, must be factored when determining securement requirements. In addition, previously secured equipment may require additional means of securement. Special instructions may contain location specific requirements where extreme weather events are prevalent.

e. When advised that trespasser(s) or emergency responder(s) have been in contact with unattended equipment, the person responsible for the territory must make arrangements to have an employee verify the equipment remains secured without delay.

f. When sudden or unforeseen circumstances do not permit the full application of the requirements of paragraphs

(a) or (b), the proper authority must be promptly advised of what action was taken to secure the equipment, and to determine if additional action can be taken prior to leaving equipment unattended.

- i. These circumstances are limited to when:
 - a mechanical defect is encountered enroute;
 - equipment is derailed or coupled to derailed equipment; or
 - separation is required for clearing a crossing for emergency vehicles.
- ii. Additional actions:
 - When equipment with a mechanical defect is required to be left, and does not permit the full application of the requirements of paragraph (a) or (b), add one operative handbrake to the minimum number required, for each defective piece of equipment.
 - When a mechanical defect requires equipment to be left, and does not permit the full application of the requirements of paragraph (a) or (b); or cannot be conducted safely, the equipment must be secured by applying handbrakes as indicated in (g), using the next grade column which requires an increased number of handbrakes. Additional handbrakes must be applied if those applied do not prevent the equipment from moving.

The railway company must notify Transport Canada of the time, date, and reason for any application of (f) within 48 hours.

g. Minimum Number Requirements for Handbrakes

A single piece of equipment must always be left with the handbrake applied and tested for effectiveness. For two or more pieces of equipment, the following table applies:

Total Trailing Tons:	Average Grade Is Equal To Or Less Than												
	0.2%	0.4%	0.6%	0.8%	1.0%	1.2%	1.4%	1.6%	1.8%	2.0%	2.2%	2.4%	> 2.4%
0 – 2000	2	2	2	4	6	6	8	10	10	12	12	14	
> 2000 – 4000	2	2	4	6	8	12	14	16	18	20	22	26	
> 4000 – 6000	2	6	6	10	14	16	20	24	28	30	34	38	
> 6000 – 8000	4	6	8	12	18	22	26	32	36	42	46	52	
> 8000 – 10000	4	6	10	16	22	28	34	40	46	52	58	66	
> 10000 – 12000	4	8	12	20	26	34	40	48	56	64	72	80	
> 12000 – 14000	6	8	14	22	30	40	48	58	66	76	84	96	
> 14000 – 16000	6	10	16	26	36	46	56	66	76	88	98	110	
> 16000 – 18000	6	10	18	28	40	50	62	74	86	100	112	126	
> 18000 – 20000	8	12	20	32	44	58	70	84	98	112	128	146	
> 20000 – 22000	8	12	22	36	50	64	78	94	110				
> 22000 – 24000	8	12	24	38	54	70	86	104	122				
> 24000 – 26000	10	14	26	42	58	76	94	112	134				
> 26000 – 28000	10	14	28	46	64	82	104	124	148				
> 28000 – 30000	12	16	30	50	68	90	110	136	162				
> 30000	12	16	34	52	74	96	120	148	172				

100% Hand Brakes

General Footnotes Equipment Restrictions

Heaviest car permitted gross weight - 263,000 lbs.

Movements must not exceed 5 MPH from a distance of 150 ft at public crossings at grade located at:

Mile 0.3 (Gore and Andrew St.)

Mile 0.6 (Huron St.)

STEELTON YARD, Mile 2.0

Car Shop Maximum Speed 5 MPH. Car must be shoved to spot.

Locomotive Shop Maximum Speed 5 MPH. Car must be shoved to spot.

6 Axle Locomotives Steelton Yard 10 MPH

In the application of Rule 112, handbrakes to a maximum of 2 are to be applied on the south end cuts of cars only.

Crews pulling cars from the south end of yard must ensure all cars are coupled.

Local Jobs Working on Standby Channel - Contact the Montreal RTC with your ETA to Sault Ste. Marie Ontario. Use ACR Channel 2 AR (031 031) then dial * 1 #. You will then contact car control on ACR Channel 5 AR (069 011) then dial * 5555 #. They will give you your yarding instructions as well as call the customs group notifying of your arrival.

In addition to your current regular duties in the yard you are required to operate on ACR Channel 1 AR (028 028) when putting your outbound train together so that the Montreal RTC can get a hold of you when required.

If you are experiencing any delays please contact the Montreal RTC on ACR Channel 2 to advise the dispatcher of

the delay so that it can be noted and so that the proper personnel can get involved to help rectify the situation. Once you are on the pull departing Sault Ste. Marie Ontario please again contact the Montreal RTC on ACR Channel 2 and advise them of the departure.

ESSAR Steel - Crews must communicate with ESSAR on Channel (083 083) before pushing or pulling cars. 6 Axle Locomotives must not exceed 5 MPH.

VACIS SCANNER Sault Ste. Marie Lift Bridge - Trains destined Steelton Yard must contact Homewood RTC who will notify Customs Supervisor when train is 2 hours away, giving train identification and date. 30 minutes prior to arrival, contact Soo RTC on Channel (031 031) DTMF tone *1# to inform them of the trains estimated time to clear Canadian customs.

Soo Yard - USOR Rule 814 and Rule 816 signal aspects and indications apply at the Swing Bridge over the Canadian Locks. USOR Rule 857 applies. When control operator is not on duty, if a train is stopped for a signal displaying a STOP indication, after stopping, verify that bridge is in proper position before proceeding.

Soo Yard - Weight restrictions on bridge between Sault Ste. Marie, Michigan and Sault Ste. Marie, Ontario, and power canal bridge at Soo Yard.

Freight Cars:

Freight Cars: No. Axles	Length Max.	Gross Wt.
4	44 ft. and longer	263,000 lbs.
4	42 ft and less than 44 ft	258,000 lbs.
4	40.5 ft and less than 42 f	250,000 lbs.
4	Less than 40.5 ft	156,000 lbs.

Locomotives:

Not more than one locomotive weighing more than 270,000 lb. gross weight may be operated in an engine consist. Locomotives weighing in excess of 270,000 lb., but less than 380,000 lb. must be separated by at least 4 cars no shorter than 44 ft.

Locomotives in excess of 380,000 lb., but less than 420,000 lb. must have at least 4 cars no shorter than 44 ft and weighing no more than 220,000 lb. immediately behind it. If the locomotive is cut into the train (e.g. Distributed Power), there must also be at least 4 cars no shorter than 44 ft. and weighing no more than 220,000 lbs. ahead of it.

Soo Yard - When leaving locomotives unattended, they must be at least 300 yards north of W. 12 Street.

Kincheloe Air Base Spur - Do not leave cars under I-75 bridge at MP 476.3.

Gladstone - Remote Control Zones (RCZ) are activated and deactivated by the controlling RCO on channel (010 010) and must be contacted prior to fouling to determine if the zones are activated. If RCO cannot be contacted, ascertain this information from Yard Operations Manager or RTC.

RCZ Zone A: Clearance point of south switch G013 to clearance point of G012.

RCZ Zone B: MP 120, track G200 to south G001 switch.

Gladstone Yard Switching - The portion of USOR Rule 602 reading, "Release handbrakes before moving cars" does not apply on tracks in Gladstone Yard. Employee must ensure that equipment is on tangent track and wheels are not sliding when moving cars with handbrakes applied.

Green Bay Yard Switching - The portion of USOR Rule 602 reading, "Release handbrakes before moving cars" does not apply on tracks in Green Bay Yard. Employee must ensure that equipment is on tangent track and wheels are not sliding when moving cars with handbrakes applied.

Switch Position - ELS Jct. switch, MP 5.7, is to be lined and locked normal when not in use.

Handbrake Requirements - Below is the minimum handbrake requirements for the following locations.

Yard(s)	Tracks	Handbrake(s)
Gladstone	G001-G012	2
.	G200	2
Greenbay	G001-G025	1
.	G531-G534	1
.	G115-G119	1
.	G201	1

*After handbrake(s) are applied be governed by ABTH 503- Handbrake Test

Green Bay Yard Switching- During switching activities in Green Bay yard it is permissible to stretch & shove cars on tangent track for headroom without removing hand brakes.

Trains departing Green Bay Yard- Northbound trains/locals must contact Yardmaster on channel 7 before departing past Military Ave, MP 2.88. Southbound trains must contact Yardmaster on channel 7 before passing Lineville Rd, MP 6.1.

Close Clearance Locations - Do not ride on side of cars when cars are on adjacent tracks account close clearance. Green Bay Yard Tracks 3 and 4.

Engine Restrictions - Prohibited 6 Axle Locomotive Locations

- ELS Jct., MP 5.7 - All Omnova Tracks
- Green Bay Yard, MP 3 - Tracks G719 & G725
- Manistique, MP 386.25 - M714 (South Wye), when picking up/spotted cars from papermill.

DTMF SWITCH LOCATION(S) DTMF Switch as prescribed by USOR Rule 717 at the following location(s):

- North Algoma MP 113.66
 - 1-1-3-6-6-1 Main Track
 - 1-1-3-6-6-2 Marquette Range Sub
- South Algoma MP 113.20
 - 1-1-3-2-0-1 Main Track
 - 1-1-3-2-0-2 Marquette Range Sub

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Fletcher's Spur	479.2	307	South
Kincheloe	476.3	Industry	North
Rudyard	470.5	825	South
Dick	459.1	485	South
Mead Spur	399.0	1174	South
Groos (2)	117.0	Industry	North
Bark River	102.9	532	South
Little Suamico	15.3	512	North
EKA Chemical	5.3	1686	South



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	WEST STATIONS EAST	METHOD OF OPERATIONS	DEFECT DETECTORS	RADIO CHANNELS CALL INS
			0.0	POWERS	520		(015 015) RTC *1# or *5380#
			3.9	HERMANVILLE	TA		Diesel Doc *3#
			12.8	WAUCEDAH			MS Rep *8#
			24.5	END OF TRACK	520		PTC *5# TSC *9# Emergency *0#

All trackage west of MP 24.5 is out of service.

MAXIMUM SPEED **MPH**
..... **25**

SPEED RESTRICTIONS **MPH**
 MP 0.0 to MP 0.5 - curve & bridge 10
 MP 0.5 and MP 1.0 20
 Niagara Spur: MP 0 to MP 2.6 20

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted - 286,000 lbs
 Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

OPERATING CHARACTERISTICS
Track Authority - in effect between
 MP 1 and MP 22.7

Rule 520- Trackage east of MP 1 and between MP 22.7 and MP 24.5 is designated as Non-Main Track, prior to entering contact Motive Rail on AAR radio channel (057 057)

MEASURED MILES - between
 MP 15 and MP 16

HPTA Exceptions- HPTA Throttle Notch Limitations may be exceeded while any portion of the train is within the following specified mileage and direction:
 • MP 13.0 to MP 23.0- Westward

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				222.9	BARAGA — 4.7 —	Rule 520	146.8 127.5 (015 015) RTC *1# or *5430# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#	
				218.2	L'ANSE — 9.9 —	TA		
				208.3	SUMMIT — 7.3 —			
				200.9	NESTORIA — 18.0 —			
				182.9	HUMBOLDT — 20.4 —			
				174.4	PARTRIDGE JCT. — 0.8 —	YL		
				173.6	PARTRIDGE — 18.2 —	TA		
		3,628	155.7 154.8	155.4	LITTLE LAKE — 28.5 —			
		3,825	127.3 126.4	126.9	BRAMPTON — 8.6 —			
					118.3	LARCH — 1.9 —		YL
					116.4 115.9	ORE DOCK — 1.5 —		
					114.4	ESCANABA — 1.2 —		
				113.2	ALGOMA JCT.			

MAXIMUM SPEED 40 **MPH**

SPEED RESTRICTIONS **MPH**

MP 224.1 to MP 182.9 10

MP 170.6 to MP 170.4 25

Escanaba:

 Turnout for MT Dumper Track Switch (MP 115.9) 20

 Dumper Track lead between MT Dumper Track switch and scale. 20

 Track 203 between North and South Wye 10

MP 115.8 - North Leg of Wye Switch 25

MP 113.6 20

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - Barga to Larch - 268,000 lbs.
 Larch to Algoma Jct. - 286,000 lbs.

Loaded 24 ft. Ore cars are cleared on this subdivision with no additional restrictions.

OPERATING CHARACTERISTICS

YARD LIMITS - in effect between

MP 174.4 and MP 172.2

MP 117.0 and MP 113.2

Track Authority - in effect between

MP 222.9 and Humboldt

MP 172.2 and MP 117

Rule 520 - Trackage between MP 224.1 and MP 222.9 is designated as Non-Main Track.

FRA EXCEPTED TRACK

All trackage between MP 182.9 and MP 224.1 is designated Excepted Track.

RAILROAD CROSSINGS AT GRADE

Controlled By

Escanaba E&LS Crossing Gate*

*Leave gate lined for movement on CN when not in use.

On-Track Safety	Escanaba
Train Approach Warning	X
Inaccessible Track	X

MEASURED MILES - between

MP 189 and MP 188

MP 163 and MP 162

MP 123 and MP 122

JOINT OPERATION OF MAIN TRACK

Landing Jct. and Partridge Jct. - Operation over joint track of LS&I and CN between Landing Jct and Partridge Jct. (8.7 miles) and between Partridge Jct. and Empire Mine (2.1 miles) and LS&I is the governing dispatching authority between these points. CTC Control Operator is located at Eagle Mills, channel (045 045) and Eastern Standard Time is in effect. Cn Crews are required to carry a current copy of the LS&I timetable and system special instructions while operating within these limits.

Landing Jct. and Humbolt - Operation over joint track of MRR and CN between Landing Jct. and Humbolt and all movements will be cleared by a Track Warrant issued by the Mineral Range Dispatcher, (608) 314-9310, and daily operating bulletins will be issued to all movements receiving a Track Warrant listing all restrictions. CN movements while operating within these limits are governed by GCOR and MRR Timetable instructions.

SPECIAL CONDITIONS

L'Anse and Summit - Trains stopping on ascending grade between L'Anse and Summit must:

- Immediately make full service brake pipe reduction.
- Apply handbrakes on all cars, and set retainer valves to high pressure.
- After brake system is fully charged, release handbrakes on empty cars, back train to either MP 210 or MP 215.8. Release additional handbrakes if necessary.
- If unable to back down grade, make an emergency brake application, apply handbrakes on all cars left unattended. Double head end of train to the top of the grade.

Trains descending between Summit and L'Anse must:

- Fully charge brake system.
- Stop train if unable to control speed with an 18 psi brake pipe reduction.
- Place brakes in emergency if unable to control speed, and comply with ABTH Rule 328.
- If stopped in emergency, apply all handbrakes before charging the trainline.
- If doubling downgrade, make emergency brake application on cars left unattended, and apply all handbrakes.

When possible, two units or at least one unit with operative extended range dynamic brakes must be used between Summit and L'Anse. Trains are to be pulled from MP 210 and MP 215.8 without releasing the brakes. If this can't be done, stop and recharge trainline before proceeding.

Between November 15 and March 15, or when snow is above the rail:

- Northward trains set retainers on all loaded cars to high pressure, and low pressure or slow direct on empties when train exceeds 60 tons per operative brake.
- Do not exceed 80 tons per operative brake between Summit and L'Anse, if necessary add four empty cars with cast iron shoes, which are kept at Ishpeming.

No train may operate between Summit and L'Anse without an operating two-way telemetry device unless one of the following methods is used:

1. Helper locomotive coupled at the rear of the train, or
2. Occupied equipment at rear of the train, such as cabooses, passenger car, locomotive, etc., and is equipped with functioning emergency brake valve.

In items 1 and 2 above, employees at the rear end of the train must maintain voice radio contact with the engineer of the controlling locomotive. Employees must confirm radio contact before train reaches crest of grade. If radio contact is lost, train must be stopped.

L'Anse - When shoving loaded cars into Track L-586 from the north, and there are empty cars between the loads and the locomotive, do not allow the empties to occupy the turnout of the switch because of track curvature.

Short Mile - MP changes require a conversion to be made between MP 201 and MP 202. MP 201.8 = MP 202.

Partridge - Both switches may be left in the position last used.

Escanaba/Ore Dock - All Main Track switches between MP 113.4 and MP 116.6 may be left in the position last used.

Rule 530 - Infrequently used Automatic Warning Devices

Superior Ave. MP 222.07

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 218.2 and MP 208.0 - Northward and Southward
- MP 185.0 and MP 176.5 - Northward
- MP 167.4 and MP 166.4 - Northward
- MP 138.0 and MP 135.25 - Northward
- MP 120.0 and MP 117.5 - Northward

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Spur D-15	216.2	1,117	South
Pesheekee	189.7	346	South
Sands	163.5	977	South
Plains (K.I, Sawyer).....	160.2	Industry.....	North
Maple Ridge	139.0	618	South



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATION	STATION SIGN	WEST STATIONS EAST	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
Superior Sub Plover Industrial Spur			77.3	STEVENS POINT 5.4	YL		(085 085)
			81.4	PLOVER 4.4			
Biron Spur			85.8	HAYES 1.9	TA		(010 010) RTC *1# or *5500#
			87.7	GOLDEN SANDS 6.2			
NewPage Spur			93.9	COYNE 1.6	YL		Diesel Doc *3# MS Rep *8# PTC *5# TSC *9#
Valley Sub			95.5	EAST WISCONSIN RAPIDS 0.7			
			96.2	WISCONSIN RAPIDS			Emergency *0#

MAXIMUM SPEED MPH
..... 25

SPEED RESTRICTIONS MPH
MP 77.3 and MP 83.1 10
MP 91.9 and Wisconsin Rapids 10

FREIGHT CAR WEIGHT RESTRICTIONS
Heaviest 4 axle car permitted - 286,000 lbs.
Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

OPERATING CHARACTERISTICS
Stevens Point DOB Superior Sub between MP 254 and MP 247
Neenah Sub between MP 247 and MP 244
Plover Sub between MP 77.3 and MP 83.1
Plover Industrial Spur
Wisconsin Rapids DOB Plover Sub between MP 91.9 and MP 96.2
Whitehall Sub between MP 96.1 and MP 100
Valley Sub between MP 42.7 and MP 51.1

YARD LIMITS - in effect between
MP 77.3 and MP 83.1
MP 91.9 and MP 96.2

Track Authority - in effect between
MP 83.1 and MP 91.9

RAILROAD CROSSINGS AT GRADE **Controlled By**
Wisconsin Rapids Industrial Crossing Gate*
* Gate may be left lined for either route when not in use.

On-Track Safety	Wisconsin Rapids
Train Approach Warning	X
Inaccessible Track	X

SPECIAL CONDITIONS
Plover - All three wye switches and yard track switches off the West wye may be left in the position last used.
Coyne - Switch to Biron Spur (MP 93.9) may be left in the position last used.

Wisconsin Rapids Yard Limits - Trains, On-Track Equipment and Roadway Workers must contact the designated yardmaster on AAR Channel (015 015), tone *5871#, for routing instructions before entering Wisconsin Rapids Limits. Roadway Workers when establishing working limits, follow the above procedure, and provide protection as prescribed by On-Track Safety Rules Section 5.

East Wisconsin Rapids/Wisconsin Rapids - All MT switches between MP 94.7 and Valley Sub connection may be left in the position last used.

Rule 530 - Infrequently used Automatic Warning Devices

Patch St..... MP 77.4

Engine Restriction - Prohibited 6 Axle Locomotive Locations

Biron Paper Mill - All Tracks

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Adams-Plover Agronomy	84.4 .....	.405	West



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS	
			477.56	PROCTOR JCT. 5.36	CTC	474.74	(050 050) 0-1-6	
			472.2	NOPEMING JCT. 0.3				
			471.9	MISSION CREEK 3.7				Diesel Doctor 8-1-8
			468.12	GARY 0.6			468.23	PTC Doctor 7-8-2
			467.5	NORTH STEELTON 1.6				TSC 6-4-8
			465.9	SOUTH STEELTON 2.6				
	11,088	463.3	463.3	NORTH POKEGAMA 2.3			**463.3	
	10,003	461.0	461.0	SOUTH POKEGAMA 0.2			**461.0	
			460.8	SOO SAUNDERS 0.7				
			460.1	BN SAUNDERS 1.3				
			458.9	AMBRIDGE 3.1			458.4	
			455.8	BEAR CREEK 1.6				
			454.2	UP JCT. 0.3				(079 079) RTC 0-1-3
			453.9	N. PARKLAND 1.5				Diesel Doctor 8-2-8
	7,200	453.9 452.4	452.4	PARKLAND 0.92			443.6	PTC Doctor 7-8-2
			451.48	ZAZUBEK 5.62				TSC 6-4-8
			445.86	HAWTHORNE 5.47				
			440.53	S. HAWTHORNE 10.03				
	10,187	431.0 428.9	430.5	SAUNTRY 10.5			428.73	
			420.0	GORDON 7.4				
10,330	413.9 411.7	412.6	CHITTAMO 9.1		415.8 407.4			
12,010	405.2 402.8	403.5	STANBERRY 3.0					
		400.5	HAYWARD JCT. 11.1			398.0		
		389.4	STONE LAKE 4.4					
12,096	386.3 383.9	385.0	BIG FOOT 14.1		383.7			

Continued on next page

TRACK CHART & SIDINGS		SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	SMOKEHOLE CALLING
Barron Sub	Bradley Sub			370.9	WEIRGOR 7.2	CTC	368.7	
		10,051	365.4 363.3	363.7	MURRY 10.47		357.6	
		353.23	NORTH LADYSMITH 0.1					
		353.13	WEST LADYSMITH 0.14					
		352.99	SOUTH LADYSMITH 11.99		348.44			
Minneapolis Sub	Medford Sub	10,400	342.2 340.03	341.0	SHELDON 20.0		342.3	
		10,257	322.2 320.1	321.0	LUBLIN 12.3		327.5	
				308.7	OWEN 7.3		318.15	
		10,100	302.5 300.4	301.4	ATWOOD 13.4		305.5	
		12,530	289.5 286.9	288.0	SPENCER 8.0		298.4	(073 075) RTC 6-3 Diesel Detector 6-2-3
		8,271	280.8 279.2	280.0	MARSHFIELD 7.7	284.2	PTC Detector 7-8-3	
		10,150	274.3 272.3	272.95	AUBURNDALE 11.3	278.68		
		10,190	262.2 260.15	261.0	JO 7.6	267.6	T&C 6-4-3	
				253.4	ROCKY RUN	258.14		
				249.4	POINT 4.0 2.4	251.6		
		247.0	HOOVER					

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.

MAXIMUM SPEED 60 **MPH**

PTC LIMITS - Hoover and Proctor Jct.

SPEED RESTRICTIONS	MPH
Proctor Jct. to MP 473.1	40
Proctor Jct. - connecting track	20
Nopeming Jct. - through turnout DCS	30
Mission Creek - through turnout DCS	30
Gary - through crossovers	25
MP 473.1 to MP 467.6 - Steelton Hill - Southbound	25
MP 473.1 to MP 467.6 - Steelton Hill	35
North Steelton - through turnout	25
South Steelton - through turnout	25
MP 467.6 to MP 460.0 - bridges	25
MP 467.6 to MP 465.9- Mains 1&2 Northbound only	35
MP 467.6 to MP 465.9- Mains 1&2 - Southbound	25
Pokegama - Throughfare 1	25
North Pokegama - through turnout DCS #1 and 2 Throughfares	25
Pokegama - Throughfare 2	25
South Pokegama - through turnout DCS #1 and 2 Throughfares	25
MP 460.0 to MP 454.0 - curves	40
MP 454.0 to MP 440.53- Mains 1&2	40



Soo Saunders - Milwaukee Connection	10
Soo Saunders - M & J Connection	10
Ambridge- through turnout DCS to Stinson Subdivision	10
Bear Creek - UP Connecting Track	10
N. Parkland- through turnout DCS	40
Zazubek- through crossovers	40
Hawthorne- through crossovers	40
MP 446 to MP 440.53 (Mains 1 & 2) - curves	40
S. Hawthorne - through turnout DCS	40
MP 440.53 to MP 420.7- curves and bridges	50
MP 363.0 - bridge	50
MP 357.5 - bridge	50
MP 352.3 (bridge) to MP 353 (curve)	50
North Ladysmith- turnout DCS & Wye to Barron Sub	10
South Ladysmith- turnout DCS & Wye to Barron Sub	20
Owen - through turnout to Minneapolis Sub	40
MP 281.9 to Marshfield	40
Marshfield to MP 278.9	50
MP 260.1 - Valley Sub crossing	40
MP 250.1 to MP 249.4 - Wisconsin River Bridge	50
Point - through turnout DCS	20
MP 249.4 to MP 248.6	40
MP 248.6 to MP 248.5 - curve	40
MP 248.5 to Hoover	40
Stevens Point Yard -	
Track A-1 – from Hoover to South Bypass switch	20
Track A-1- through turnout (south end)	20
Bypass Track- between South Bypass switch and North Bypass switch	20
Track 19- between North Bypass switch and signal at CP Point	20
Track 19 Yard Office Crossover to North End	20
Track 19 Yard Office Crossover turnout and straight	10

*Train must stop before train speed reaches 35 MPH.

Exception: Light engine consist;

- light engine consist with 100% fully functioning DB on all units may operate at a maximum speed of 35 MPH.
- all other light engine consist movements, maximum 25 mph

SIDING SPEEDS

	<i>Turnouts</i> MPH	<i>Siding</i> MPH
Parkland	25	25
Sauntry	25	25
Chittamo	25	25
Stanberry	40	40
Big Foot	40	40
Murry	25	25
Sheldon	40	40
Lublin	25	25
Atwood	25	25
Spencer	40	40
Marshfield	25	25
Auburndale	40	40
JO	40	40
Rocky Run	40	40

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.

Hayward Spur - 263,000 lbs.

Loaded 24 ft. Ore cars are cleared on this subdivision, maximum 180,000 lbs, with the following speed restrictions:
EXCEPTION: Loaded 24 ft. Ore cards that are 73 tons or less are exempt from the following bridge restrictions, and maximum speed must not exceed 50 MPH.

Maximum Speed 40 MPH

25 MPH over Bridge at MP 468.33	25 MPH over Bridge at MP 381.97
25 MPH over Bridge at MP 467.54	25 MPH over Bridge at MP 368.77
10 MPH over Bridge at MP 465.36	10 MPH over Bridge at MP 363.06
25 MPH over Bridge at MP 463.41	25 MPH over Bridge at MP 359.11
10 MPH over Bridge at MP 459.60	10 MPH over Bridge at MP 357.50
25 MPH over Bridge at MP 446.10	10 MPH over Bridge at MP 352.34
10 MPH over Bridge at MP 439.10	25 MPH over Bridge at MP 346.92
25 MPH over Bridge at MP 421.42	25 MPH over Bridge at MP 339.45
25 MPH over Bridge at MP 421.14	25 MPH over Bridge at MP 336.23
25 MPH over Bridge at MP 414.16	25 MPH over Bridge at MP 334.60
25 MPH over Bridge at MP 409.67	25 MPH over Bridge at MP 314.74
25 MPH over Bridge at MP 402.55	10 MPH over Bridge at MP 307.17
25 MPH over Bridge at MP 401.12	25 MPH over Bridge at MP 249.73

OPERATING CHARACTERISTICS

DOB LIMITS -

Duluth DOB Superior Sub between MP 477.56 and MP 438
 Stinson Sub between MP 457.5 and MP 454.8
 Rainy Sub between MP 26 and MP 10.71
 Missabe Sub between MP 22 and MP 0.5

Stevens Point DOB Superior Sub between MP 255.2 and MP 247
 Neenah Sub between MP 247 and MP 244
 Plover Sub between MP 77.3 and MP 83.1
 Plover Industrial Spur

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between

Proctor and Hoover (including Throughfare 1 & 2 and Wyes at West Ladysmith) **Controlled by** Homewood RTC

Rule 901 - Switches where trains must not clear the main track:

Exeland	MP 368.9
Ladysmith - Norse Bldg. Systems (Trk. 253)	MP 352.2
Conrath	MP 346.6
Sheldon - North end of House Track	MP 340.6
Gilman - House Track	MP 328.3
Lublin - North end of House Track	MP 320.4
Riplinger	MP 297.1
Spencer - House Track (Track 121)	MP 289.4
Marshfield - Prince Corp.	MP 278.9
Auburndale - House Track	MP 272.3

RAILROAD CROSSINGS AT GRADE

JO..... Valley Subdivision Crossing **Controlled By** Homewood RTC

On-Track Safety	JO
Verbal Protection	X
Track Authority	X
Planned Work	X
Train Approach Warning	X

MEASURED MILES - between

MP 439 and MP 438
 MP 394 and MP 393
 MP 379 and MP 378
 MP 346 and MP 345
 MP 283 and MP 282
 MP 252.5 and MP 251.5

SPECIAL CONDITIONS

Rule 411 Locomotive Whistle Quiet Zones - in effect

Spencer - La Salle St (MP 289.93) to and including 26th Road West (MP 285.62). This Quiet Zone is in effect 24/7
 Marshfield - from Mann Rd. (MP 284.21) to and including Cty Rd H/4th St. (MP 279.09). This Quiet Zone is in effect 24/7.
 Hewitt - Main Street (MP 277.05) This Quiet Zone is in effect 24/7.
 Auburndale - North St. (MP272.20). This Quiet Zone is in effect 24/7.
 JO - from Cty Hwy G (MP 260.8) to and including Center Ave. (MP 260.0) from 2200 until 0700 only.
 Stevens Point - from W. Clark St. (MP 250.35) to and including Water St. (249.21) Hoover Road (MP 246.85)

Steelton Hill Rule X Instructions –When a Rule X warning is present, determine the nature of the Rule X, Tornado or Flash Flood warnings. Exception to the requirements, after warning has been cancelled, if the path of a tornado has passed the main track or when Flash Flood warning is present prior to southward train movements descending Steelton Hill, an on-track inspection ahead of the movement must be conducted by a Roadway Worker.

When these inspections occur, the Roadway Worker will notify the affected trains either directly or via the RTC if any restrictions apply or if track is safe for maximum authorized speed. When is authorized by the RTC, Joint Mandatory Directives will apply per USOR 1004, Trains joint with Roadway Workers.

Steelton Hill Instructions - Trains operating on the Steelton Hill between MP 467 and MP 477 must be equipped with an operative two-way telemetry device.

The air brake system on southward trains must be fully charged and in no case have less than 75 PSI at the rear of the train and air flow must be less than 60 CFM or 90 CFM if operating DP under 90 CFM Waiver (if air flow meter / indicator available) before commencing the descent.

When available, dynamic brakes must be utilized in conjunction with the automatic brake to balance speed. Speed must be controlled, at least in part, with the automatic brake when train tonnage exceeds 4000 tons.

Trains descending the grade must immediately be brought to a stop (if necessary, using an emergency brake application from both the head-end and rear-end) under any of the following circumstances:

- if there is any doubt about the ability to safely control train speed;
- if a greater than 20 PSI brake pipe reduction is required to control train speed;
- rear brake pipe pressure falls below 50 PSI;
- there is any indication an undesired brake release may be occurring;
- train speed reaches 35 MPH.

Southward trains stopped for the above reasons, or any train stopped in emergency must be immediately secured with a sufficient number of handbrakes to prevent any unintended movement. Do not bleed off car brake cylinders when applying handbrakes.

NOTE: Trains that are entirely equipped with the Orinoco Retainer System and that remain intact are not required to apply handbrakes.

The following chart is to be used to determine the minimum number of handbrakes to apply based on the weight of the train or the detached portion in the case of a break-in-two. For example, to secure a cut of cars weighing 7,650 tons, read down the tonnage column to 7000+ tons and apply 35 handbrakes as shown for this tonnage range.

When the ambient temperature is below 0 degrees Fahrenheit, or in situations requiring that a cut of cars be secured with handbrakes for more than 4 hours, an additional 5 handbrakes must be applied as an additional precaution against unintended movement caused by potential brake cylinder pressure leak off.

Hand Brake Chart Superior Subdivision Applicable on Steelton Hill MP 467-477	
Total Weight in Tons of Standing Equipment to be Secured:	Minimum Required Number of Hand Brakes:
<1000	5
1000+	10
2000+	15
3000+	17
4000+	20
5000+	25
6000+	30
7000+	35
8000+	40
9000+	43
10000+	45
11000+	50
12000+	55
13000+	60
14000+	65
15000+	70
16000+	75
17000+	80
18000+	85

Handbrakes must not be released from cars until necessary repairs are completed and the train air brake system has obtained its fully charged state. After the air brake system is charged, reapply the automatic brake with a 10 to 15 PSI brake pipe reduction. Handbrakes are to be released beginning at the rear-most car moving towards the locomotive.

Once handbrakes are released, and depending on train weight, the train can then be moved down the hill utilizing one of the following methods:

Freight Trains and Loaded Unit Trains: release locomotive brakes and attempt to pull the train down the remainder of the grade not exceeding Throttle 5.

Empty Unit Trains or Light Freight Trains: fully apply the dynamic brake, release the automatic brake and gradually reduce the independent brake until the dynamic brake becomes effective.

Steelton Hill - (This is applicable to Proctor Hill, Minntac Hill, and Two Harbors Hill). When RTC is unable to line signal for a train movement on the descending grade because of an illuminated track light, the movement must be held until track inspection has been completed. Issuance of Joint Mandatory Directive as prescribed by Rule 1004 involving trains descending the hill is prohibited.

Shover Exception - Three unit, full DC tail-end helper consist is exempt from the loadmeter restrictions displayed in ABTH 331, while operating at speeds greater than 12 MPH and either of the following are met:

Minimum of 10 cars weighing 45 tons or more directly ahead of a helper consist with 2 or more locomotives (in other words, same as DP Remote zone for 2 or more remote engines); OR Minimum combined HPT = 2.0 for the train (HP value to include the ratings of all on-line head-end, remote, and helper engines)

Extreme caution and good judgment must be used to avoid the potential for jackknifing. The amperage or tractive effort levels as displayed in the chart for ABTH 331 on the controlling pusher/helper locomotive are not to be exceeded at

speeds below 13 MPH.

BN Saunders - CN Trains operating on the interchange track, Non-Main Track, must not foul the BNSF main track until authorized by the BN Dispatcher. The BN Dispatcher channel is (066 066), tone #8102, or (817) 867-7096.

Bear Creek- The signal at Bear Creek can display two different approach signals for diverging routes at North Parkland for southward trains. The turnout speed differs depending on the intended route. Below the approach/diverging signals are as follows:

Y/G- Main to Main 2- Proceed prepared to enter diverging route at next signal at prescribed speed. Proceed prepared to stop at second signal.

Y/Y- Main to Parkland Siding- Proceed prepared to enter diverging route at next signal at prescribed speed. Proceed prepared to stop at second signal.

Northbound Approach to JO- The approach signal for Jo is located at MP 258.1 and can display two different approach signals for diverging routes at Jo for Northward trains. Depending on the intended route the turnout speeds differ. Below define the two approach/diverging signal aspects:

Y/G- Main to Jo Siding- Proceed prepared to enter diverging route at next signal at prescribed speed. Proceed prepared to stop at second signal.

Y/Y- Main to WYE onto Valley Subdivision- Proceed prepared to enter diverging route at next signal at prescribed speed. Proceed prepared to stop at second signal.

MP 455 - MP 456 - Due to relocation of the Main Track, the distance between MP 455 and MP 456 is only 3,003 feet.

MP 444 - MP 447.2 - Southward trains exceeding 10 MPH and handling more than 9,000 trailing tons must reduce to Throttle 6 until the speed increases by 3 MPH, before advancing throttle. This does not apply to Distributed Power equipped trains.

DP Remote Zone with Single Locomotive (ABTH 608) – If at least one car or platform weighing 45 tons or more can be placed immediately ahead of the DP Remote Zone. This exception only applies to mixed manifest trains (not solid empty bulk trains) operating at a minimum of 1.5 HPTA. To be in compliance, HPTA restrictions should not be issued for the purpose of fuel savings, unless the total HPT remains over 1.5.

This portion of ABTH 608 is only applicable on specific subdivisions, as indicated in the timetable and should only be used in the event there are less than (5) cars/platforms weighing 45 tons or more, placed directly ahead of the DP remote consist. Please see question below for clarification.

Do you have a minimum of 5 cars/platforms weighing 45 tons or more immediately in front of the DP Consist?	Yes	Follow HPTA Notch restrictions
	No	Be governed by the portion of ABTH 608 listed above.

Stevens Point S029/S030 - The switch at the north end of S030 leading to the North B-Yard lead and Bypass-S031 and the switch at the south end of S029 leading to the South B-Yard lead and Bypass-S031 may be left in the position last used or as instructed by the Yardmaster.

Handbrake Requirements - Minimum requirement for the application of handbrakes by location

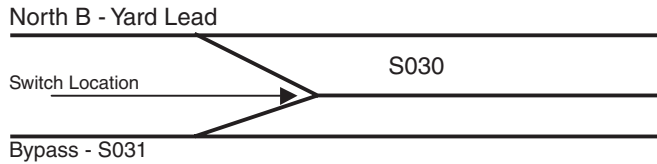
Stevens Point

Track(s)	# of Handbrakes
N001 - N017	3
S019 - S030	3
Bypass	3

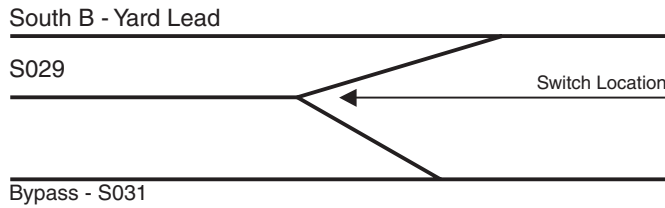
Pokegama

Track(s)	# of Handbrakes
LZ02 - LZ11	1
LZ18	1
Throughfare 1	5
Throughfare 2	5

"North End B - Yard"



"South End B - Yard"



HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 473.5 and MP 467.3- Northward
- MP 433.3 and MP 427.0- Northward
- MP 452.0 and MP 441.7- Southward

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Old Hawthorne	439.3	1,800	South
Exeland	368.9	832	South
Conrath	346.6	747	South
Gilman	328.3	900	North
Riplinger	297.2	3,600	North
Prince	278.9	264	North

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ WEST ↑ EAST	METHOD OF OPERATION	DEFECT DETECTOR	RADIO CHANNELS CALLS
<p style="text-align: center;">Rice Lake Spur</p>			129.48	WEST LADYSMITH 8.18	YL	116.93	(079 079) RTC *1# or *5330#
			121.3	BRUCE 7.2	TA		99.03	Diesel Doc *3#
	7,110	114.13 115.60	114.1	WEYERHAUSER 13.5		MS Rep *8#	
			100.6	CANTON 4.5		PTC *5#	
			96.1	CAMERON 5.1		TSC *9#	
			91.0	BARRON 6.0		Emergency *0#	
			85.4	END OF TRACK	520		

MPH

MAXIMUM SPEED 40

MPH

SPEED RESTRICTIONS

MP 122.32 - bridge 25

Through Turnout DCS West Ladysmith 10

MP 107.10 - bridge 25

MP 100.07 - bridge 25

Rice Lake Spur 25

Except MP 49.5 (and including) Cameron diamond (MP 49.9) 10

MP 54.6, South Street to North End of Track (MP 55.0) 10

MP 90.8 to MP 91 - curve 25

SIDING SPEEDS

	Turnouts MPH	Siding MPH
Weyerhauser	20	20

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

OPERATING CHARACTERISTICS

YARD LIMITS - in effect between
 West Ladysmith and MP 126

Track Authority - in effect between
 MP 126 and MP 87

Rule 520 - All trackage between MP 87 and MP 85.4 is designated as non-main Track.

SIGNAL RULES - in effect
 Rules 803-816

RAILROAD CROSSINGS AT GRADE

Cameron	Rice Lake Spur Crossing	Controlled By Homewood RTC*
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*Must be issued Track Authority on Barron Subdivision with limits covering MP 98 to Cameron to traverse the Diamond in any Direction (Barron Subdivision or Rice Lake Spur) Once Track Authority obtained the provisions of USOR Rule 513 do not apply, may proceed across Diamond at Maximum Authorized speed.

On-Track Safety	Cameron
Track Authority	X

SPECIAL CONDITIONS

Hwy 27 Crossing - Trains waiting for signal onto the Superior Subdivision must not block Hwy 27 located at MP 129.36.

SSS Facility - Crossover, MP 86.5, from CN to SSS Facility must be lined for straight movement and locked with a CN lock when not in use.

DTMF Switch Location - DTMF Switch as prescribed by USOR Rule 717 on the Barron Main Track . When trains are within 2 miles of DTMF Switch, select the DTMF code for the correct position of the switch on AAR (079 079):

ESS Weyerhauser, MP 115.60

1-1-5-6-1 to be lined normal (Barron Sub Main) (Green Aspect)

1-1-5-6-2 to be lined reverse (Weyerhauser Siding) (Yellow Aspect)

WSS Weyerhauser, MP 114.13

1-1-4-1-1 to be lined normal (Barron Sub Main) (Green Aspect)

1-1-4-1-2 to be lined reverse (Weyerhauser Siding) (Yellow Aspect)

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

MP 117.5 to MP 111- westward

MP 123 to MP 125- eastward

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ H T C O S H ↑ T T O N	METHOD OF OPERATIONS	DEFECT DETECTORS	RADIO CHANNELS CALL INS
			457.5	STINSON YARD	ABS TA		<small>(079 079)</small> <small>RTC *1# or *5540#</small> <small>Diesel Doc *3#</small> <small>MS Rep *6#</small> <small>PTC *5#</small> <small>TSC *9#</small> <small>Emergency *0#</small>
			454.42	—3.08— AMBRIDGE			

MAXIMUM SPEED **MPH** 10

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted - 263,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

OPERATING CHARACTERISTICS

DOB LIMITS -
 Duluth DOB Superior Sub between MP 477.56 and MP 438
 Stinson Sub between MP 457.5 and MP 454.42
 Rainy Sub between MP 26 and MP 10.71
 Missabe Sub between MP 22 and MP 0.5

SIGNAL RULES - in effect
 Rules 803-816

ABS - in effect between
 Stinson Yard and Ambridge

Track Authority - in effect between
 Stinson Yard and Ambridge

SPECIAL CONDITIONS
Rule 411 Locomotive Whistle Quiet Zones - in effect
 58th St. (MP 456.80)

RAILROAD CROSSINGS AT GRADE
Controlled By
 Stinson Yard BNSF Crossing Automatic

On-Track Safety	Stinson Yard
Train Approach Warning	X
Lock-out Box	X
Signal Maintainer	X



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	WEST STATIONS	EAST STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
			308.7	OWEN — 11.0 —		TA	**310.28	
	6,088	319.1 320.3	319.5	THORP — 7.1 —			326.0	
			326.6	STANLEY — 11.6 —				
	6,341	337.5 338.8	338.2	CADOTT — 6.2 —			343.4	(079 079) RTC *1# or *5450#
			344.4	BATEMAN — 7.7 —				Diesel Doc *3#
	8,352	351.6 353.4	352.1	C.F.YARD — 6.7 —			362.08	MS Rep *8#
			358.8	HOWARD — 10.2 —				PTC *5#
	5,861	368.7 369.9	369.0	COLFAX — 10.4 —			374.98	TSC *9#
			379.4	WHEELER — 6.8 —			384.9	Emergency *0#
			386.2	BOYCEVILLE — 3.0 —				
	6,200	388.6 389.8	389.2	DOWNING JCT. — 25.2 —			404.20	
	4,685	413.9 414.9	414.4	NEW RICHMOND — 6.7 —			420.1	
			421.1	SOMERSET — 11.0 —			428.1	
		432.1	WITHROW					

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.

MAXIMUM SPEED 40 MPH

SPEED RESTRICTIONS MPH

MP 350.0 to MP 352.3 25

MP 371.6 to MP 372.6 30

MP 410.3 to MP 413.8 30

MP 424.3 to MP 424.8 - St. Croix Bridge 25

MP 424.8 to MP 425.8 (EWD Trains only) 25

Withrow - through turnout to CP 25

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.

Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

OPERATING CHARACTERISTICS

Track Authority - in effect between

Owen and Withrow

RAILROAD CROSSINGS AT GRADE
Controlled by

C.F. Yard UP Crossing Automatic

On-Track Safety	C.F. Yard
Train Approach Warning	X
Lock-out Box	X
Signal Maintainer	X

MEASURED MILES - between

 MP 349 and MP 350
 MP 360 and MP 361
 MP 429 and MP 428

JOINT OPERATION OF MAIN TRACK

 CN operates on Canadian Pacific Railway between Withrow and University Ave.
 General Code of Operating Rules and CP timetable are in effect.

SPECIAL CONDITIONS
MP 424.3 to MP 424.8 - All brakes, including Dynamic brakes, must be fully released while passing over the St. Croix River Bridge.

Rule 530 - Infrequently used Automatic Warning Devices

County Hwy K (former siding only) MP 344.27

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

 MP 354.0 and MP 358.0 - Westbound
 MP 333.0 and MP 336.0 - Eastbound

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Withee.	310.4 .....	.350	West
ACE Ethynol	328.5	2103	Both
W.O.W Logistics	348.8	1806	East
Western Wisconsin Energy	383.0	4170	Both
Precision Ag Services	405.4	2656	Both



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
			85.0	*END OF CN TRACK	TA	36.45	(079 079) RTC *1# or *5560# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
			83.7	1.3 WESTON			
			78.5	5.2 MOSINEE			
			76.5	2.0 MATHY			
			63.3	13.2 JO	CTC		
	7,810	63.0 61.4	62.3	1.0 HIAWATHA			
			51.10	11.2 HILLIARD	YL		
			49.9	1.2 WISCONSIN RAPIDS			
			43.9	6.0 NEKOOSA JCT.	TA		
	9,233	39.8 38.0	39.9	4.0 WHITT			
			32.3	7.6 BABCOCK			
			11.1	21.2 SOUTH NECEDAH			
			0.32	10.78 NEW LISBON			

*ALL TRACKAGE NORTH OF MP 85.0 IS OWNED AND OPERATED BY FOXY RAILROAD

MAXIMUM SPEED 40 MPH

PTC LIMITS - JO and Wisconsin Rapids
 EDMD TERRITORY – MP 85, Jo and Wisconsin Rapids and New Lisbon

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted: MP 85.0 to New Lisbon - 286,000 lbs.

Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

SPEED RESTRICTIONS	MPH
MP 72.8 to MP 72.3 - curves and bridge	25
MP 63.6 to MP JO	25
Hillard to MP 49.2	10
MP 32.0 to MP 31.5- bridge	25
MP 13.1 to New Lisbon	25

Note: The entire train must not exceed 20 MPH when leaving yard limits at MP 42.7.

SIDING SPEEDS	Turnouts MPH	Siding MPH
Hiawatha	25	25
Whitt	25	25

OPERATING CHARACTERISTICS
 Wisconsin Rapids DOB Plover Sub between MP 91.9 and MP 96.2
 Whitehall Sub between MP 96.1 and MP 100
 Valley Sub between MP 42.7 and MP 51.1

Yard Limits - in effect between
 MP 51.1 and MP 42.7

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between/atJO and MP 51.1 **Controlled by** Homewood RTC**Track Authority - in effect between**MP 85.0 and JO
MP 42.7 and MP 0.32**RAILROAD CROSSINGS AT GRADE**JO Superior Sub Crossing **Controlled By** Homewood RTC

On-Track Safety	JO
Train Approach Warning	X
Track Authority	X
Planned Work	X
Verbal Protection	X

MEASURED MILES - between

MP 54 and MP 53

SPECIAL CONDITIONS**Rule 411 - Locomotive Whistle Quiet Zone - in effect**

JO - from North Limit Rd. (MP 63.8) to and including Main St. (MP 63.3) from 2200 until 0700 only.

JOINT OPERATION OF MAIN TRACK**MP 85 and MP 77-** Between MP 85 and MP 77 are jointly owned by CN and Foxy Railroad. USOR and CN Timetable are in effect and controlled by Homewood RTC.**Rule 528 - Automatic Warning Devices**

MP 83.49 - track 710 (while switching)

Hwy GG - Northward movements from Whitt Siding onto Main MP 40.0

DTMF Switch Locations - DTMF Switches as prescribed by USOR Rule 717 are

located at South Weston (MP 82.2), North Whitt (MP 39.9), South Whitt (MP 38.0) and South Necedah (MP 11.1).

When trains are within 2 miles of DTMF Switch, select the DTMF code for the correct position of the switch:

South Weston: 8-2-3-2-1 to be lined for the Main Track.
8-2-3-2-2 to be lined for the Power Plant.North Whitt: 3-9-9-8-0 to be lined for the Main Track.
3-9-9-8-2 to be lined for the siding.South Whitt: 3-8-0-8-0 to be lined for the Main Track.
3-8-0-8-2 to be lined for the siding.South Necedah: 1-1-2-8-0 to be lined for the CN Main Track.
1-1-2-8-2 to be lined for the UP turnout.**Wisconsin Rapids** - There is an additional mile of track between MP 51 and MP 49.3. MP 50A reflects this additional mile. (MP 51 - MP 50A - MP 50 = 2 miles).**Wisconsin Rapids Yard Limits** - Trains, On-Track Equipment and Roadway Workers must contact the designated yardmaster on AAR Channel (015 015), tone *5871#, for routing instructions before entering Wisconsin Rapids Limits. Roadway Workers when establishing working limits, follow the above procedure, and provide protection as prescribed by On- Track Safety Rules Section 5.**Wisconsin Rapids Switch Position-** All main track switches between MP 50.51 (Bonow Ave.) and MP 49.81 (Dura Beauty Ln.) may be left in the position last used. Exception: This does not apply to the Whitehall tie-up stub track V119 at MP 49.89.**Wisconsin Rapids Yard Switching Operations** - No more than five (5) loaded cars or ten (10) empty cars may be cut off in motion in Wisconsin Rapids Yard. During switching operations, to prevent rollouts, there must be four (4) cars with handbrakes applied in each track.**Rule 530 - Infrequently used Automatic Warning Devices**

Hwy 80 / Bridge St MP 1.11

Welch-Prairie Rd MP 0.92

Close Clearance - Locations where employees must not ride the side of cars.

General Chemical - V717

Engine Restrictions - Prohibited 6 Axle Locomotive Locations

Wisconsin Rapids Track 717



HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 52 to MP 61- northward
- MP 61 to MP 56- southward

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Sprague	21.4	1145	North
Marquis Renewable Energies.....	9.4	Industry	Both

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ WEST ↑ EAST	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
<p>Minneapolis Sub</p>			47.7	DRESSER 4.9	Rule 520		(079 079) RTC *4# or *5360#
			42.8	OSCEOLA 9.6	TA		Diesel Doc *3#
			33.2	MARINE 5.0			MS Rep *8#
			28.2	MAPLE ISLAND 4.5			PTC *5#
			23.7	WITHROW			TSC *9# Emergency *0#

MAXIMUM SPEED **MPH** 25

SPEED RESTRICTIONS **MPH**
 MP 42 to MP 40.0 Restricted Speed not to exceed 10

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted - 268,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

OPERATING CHARACTERISTICS
Track Authority - in effect between
 MP 23.7 and MP 47

Rule 520 - Trackage east of MP 47 is designated as non-main Track.

SPECIAL CONDITIONS
Rule 530 - Infrequently used Automatic Warning Devices

CTH F	MP 48.65
CTH F	MP 47.74
240th Street	MP 46.09
248th Street	MP 44.82
Manning Trail	MP 24.89
Hwy 7	MP 24.0



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATION	STATION SIGN	WEST ↓ STATIONS ↑ EAST	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNEL CALL INS	
			96.1	WISCONSIN RAPIDS —24.6—	YL			
			120.8	CITY POINT —12.2—	TA	112.59	(010 010) RTC *1# or *5570# Diesel Doctor *3# PTC *5# TSC *9# Emergency *0#	
	11,100	132.6 134.9	133.0	WATERBURY —15.1—		126.56		
			148.1	MERRILLAN —9.8—		141.09		
			157.9	HIXTON —1.4—		155.7		
			159.3	KRESS —5.6—	YL			
			164.9	TAYLOR —5.9—				
			170.8	BLAIR —6.9—	TA			
			177.7	WHITEHALL —6.0—				
			183.7	INDEPENDENCE —8.5—				
			192.2	ARCADIA —19.7—				
			211.9	EAST WINONA	Rule 520			

MAXIMUM SPEED **MPH**
 40

SPEED RESTRICTIONS **MPH**
 MP 96.15 - 17th Ave. WWD only (HER) 5
 MP 96.2 to MP 97.3 10
 MP 132.6 to MP 134.9 - Siding and Turnouts 25
 MP 141.3 to MP 141.8 - bridge 30
 MP 147.0 to MP 150.1 25
 MP 148.1 - UP Crossing (HER) 20
 MP 182 to MP 211 25
 MP 192.2 and MP 192.3 (HER) 20
 MP 195 to MP 211.0 Out Of Service

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted:
 Wisconsin Rapids to MP 182 - 286,000 lbs.
 MP 182 to East Winona, 268,000 lbs. Loaded 24 ft.
 Ore cars must not be operated without special clearance on this subdivision.

OPERATING CHARACTERISTICS
 Wisconsin Rapids DOB Plover Sub between MP 91.9 and MP 96.2
 Whitehall Sub between MP 96.1 and MP 100
 Valley Sub between MP 42.7 and MP 51.1

Yard Limits - in effect between
 MP 96.1 and MP 100
 MP 163 and MP 170.8

Track Authority - in effect between
 MP 100 and MP 163
 MP 170.8 and MP 195

Rule 520 - Trackage west of MP 195 is designated as non-main Track

Measured Miles - between

MP 162 and MP 163
 MP 168 and MP 169

RAILROAD CROSSINGS AT GRADE

Controlled By

Merrillan UP Crossing Automatic
 Wisconsin Rapids Industrial Crossing Stop Signs*

*Stop signs are on V 735 track. Track V 270 traffic can proceed without stopping.

On-Track Safety	Merrillan	Wisconsin Rapids
Train Approach Warning		X
Lock-out Box	X*	
Signal Maintainer	X	
Inaccessible Track		X

*Roadway Workers operating through the limits of Merrillan Railroad Crossings at Grade must operate the maintenance of way lock-out box regardless if they shunt the track or not.

SPECIAL CONDITIONS

Wisconsin Rapids Yard Limits - Trains, On-Track Equipment and Roadway Workers must contact the designated yardmaster on AAR Channel (015 015), tone *5871#, for routing instructions before entering Wisconsin Rapids Limits. Roadway Workers when establishing working limits, follow the above procedure, and provide protection as prescribed by On- Track Safety Rules Section 5.

Wisconsin Rapids Switch Position- Main track switch located at MP 96.33 (South Wye Switch) may be left in the position last used.

Wisconsin Rapids - Tork Spur switch just west of 17th Ave. may be left in the position last used.

Blair Switch Position – All Main and Siding track switches between MP 167.25 and MP 169.1 may be left in the position last used.

Exception: This does not apply to any switches for customer facilities – Smart Sands and Taylor Frac.

Rule 530 - Infrequently Used Automatic Warning Devices

MP 209.24

DTMF Switch Location - DTMF Switch as prescribed by USOR Rule 717 on the Whitehall Main Track.

When trains are within 2 miles of DTMF Switch, select the DTMF code for the correct position of the switch on AAR (010 010):

ESS Waterbury (MP 132.63)

1-3-2-6-3-1 to be lined normal (Whitehall Sub Main) (Green Aspect)

1-3-2-6-3-2 to be lined reverse (Waterbury Siding) (Yellow Aspect)

WSS Waterbury (MP 134.87)

1-3-4-8-7-1 to be lined normal (Whitehall Sub Main) (Green Aspect)

1-3-4-8-7-2 to be lined reverse (Waterbury Siding) (Yellow Aspect)

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

MP 141.5 to MP 144.5- westward

MP 149 to MP 150- westward

MP 185 to MP 183- eastward

LOCATIONS NOT SHOWN AS STATIONS

NAME	LOCATION	LENGTH	CONNECTION
Dexterville	109.9	888	East
Magnum Timber	156.5	2169	Both
Dodge	204.7	219	East



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
<p>Superior Sub</p>			289.75	*END OF CN TRACK	Rule 520		(079 079) RTC *1# or *5440# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
			289.1	0.65 SPENCER			

*ALL TRACKAGE NORTH OF MP 289.75 IS OWNED AND OPERATED BY FOXY RAILROAD

MAXIMUM SPEED10 MPH

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 263,000 lbs.
 Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

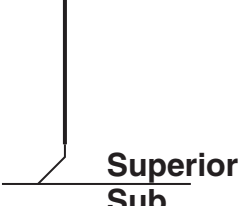
OPERATING CHARACTERISTICS

Rule 520 - Trackage south of MP 289.75 is designated as non-main Track.

SPECIAL CONDITIONS

Rule 411 Locomotive Whistle Quiet Zones - in effect
 Spencer - Clark St. (MP 289 .81). This Quiet Zone is in effect 24/7.



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ WEST EAST ↑	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
			138.0	* TONY	TA		(015 015) RTC *4# or *5340#
			129.6	8.4 NORTH LADYSMITH	Rule 520		Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#

***ALL TRACKAGE EAST OF TONY IS OWNED AND OPERATED BY FOXY RAILROAD**

MPH

MAXIMUM SPEED 35

SPEED RESTRICTIONS **MPH**

MP 138 to MP 133. 25

MP 129.9 to Ladysmith 10

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 268,000 lbs.

Loaded 24 ft. Ore cars must not be operated without special clearance on this subdivision.

OPERATING CHARACTERISTICS

Track Authority - in effect between

MP 138.0 and MP 131.0

Rule 520 - Trackage west of MP 131.0 is designated as Non-Main Track.

SPECIAL CONDITIONS

Rule 530 - Infrequently Used Automatic Warning Devices

County Hwy I. MP 135.65

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
			167.0	DULUTH JCT.	CTC		(055 055) RTC 5-0-5-3
			165.2	1.8 RANIER	Rule 520		
			161.9	3.3 VAN LYNN	YL		
			159.42	2.48 S. VAN LYNN			
	10,000	148.1 146.0	147.0	12.42 IKE		150.9	
	10,460	128.0 125.9	128.0	19.0 ASH LAKE		136.26	
			115.5	12.5 ORR		122.4	
	10,250	114.25 112.13	114.5	1.0 GLENDALE		109.6	(050 050) RTC *1#
	10,080	104.9 103.0	104.2	10.3 HALEY		100.3	or *5510#
	10,050	84.4 82.4	83.4	20.8 BRITT		86.96	Diesel Doc *3#
			76.7	6.7 MINORCA JCT.		74.0	MS Rep *8#
	6,190	73.4 72.2	73.3	3.4 VIRGINIA	CTC		PTC *5#
			71.3	2.0 T-BIRD			TSC *9#
			70.8	0.5 SHELTON JCT.			
			66.8	4.0 RAMSHAW		63.9	Emergency *0#
	6,850	62.4 61.0	61.9	4.9 PEARY		56.0	
			50.87	11.03 MELRUDE		44.1	
	6,245	42.95 41.62	42.4	8.47 SHAW		32.0	
		30.97	11.43 TAFT		22.6		
7,040	21.25 19.76	20.4	10.57 SIMAR		11.97		
		10.71	9.69 NOPEMING JCT.				

MAXIMUM SPEED MPH
 PTC LIMITS - MP 165.38 to Nopeming Jct. 60

SPEED RESTRICTIONS

	MPH
MP 167.0 to MP 166.5 (West Wye at Duluth Jct.)	25
MP 166.5 to MP 165.51	15
MP 165.51 to MP 165.38 (Bridge)	10
MP 165.2- HER over crossing for northward movements only	5
Van Lynn to South Van Lynn - Main 2	40
Van Lynn - Turnout Main 3 to Main 4	30
Van Lynn - Turnout Main 1 to Main 2	30
Van Lynn - Crossovers	40
South Van Lynn - Turnout	40
MP 157.1 to MP 155.0	50
MP 135.4 to MP 132.0 - Curves	45
MP 132.0 to MP 127.7 - Curves	35
MP 120.7 to MP 120.3 - Curves	50
MP 120.3 to MP 116.8 - Curves	55
MP 110.0 to MP 77.2 - Curve	45
MP 77.2 to MP 76.1	40
MP 76.1 to MP 72.1	55
MP 72.1 to Shelton Jct.	50
T-Bird - through turnout DCS	10
Shelton Jct. - through turnout DCS	40
Shelton Jct. - Missabe Sub Crossing	25
Shelton Jct. to MP 66.8 - curves	45
Ramshaw - Iron Range Sub Crossing	40
Ramshaw to Nopeming Jct	50
Nopeming Jct. - Through turnout DCS	30

SIDING SPEEDS

	Turnouts MPH	Siding MPH
Ike	--	40
North Turnout	25	--
South Turnout	40	--
Ash Lake	--	35
North Ash Lake	35	--
South Ash Lake	25	--
Glendale	40	40
Haley	25	25
Britt	25	25
Virginia	15	15
Peary	10	10
Shaw	15	15
Simar	15	15

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.

Loaded 24 ft. Ore cars are cleared on this subdivision only between Minorca Jct. and Shelton Jct. with no other restrictions.

OPERATING CHARACTERISTICS
DOB LIMITS -

Rainer DOB	Rainy Sub between MP 166.5 and MP 155
Duluth DOB	Superior Sub between MP 477.56 and MP 438 Stinson Sub between MP 457.5 and MP 454.8 Rainy Sub between MP 26 and MP 10.71 Missabe Sub between MP 22 and MP 0.5
Keenan DOB	Rainy Sub between MP 78.0 and MP 67.0 Iron Range Sub between MP 74.1 and MP 44.0 Missabe Sub between MP 68.6 and MP 50.0 Minttac Sub Keenan Sub

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between

MP 167 and MP 166.5	Controlled by Edmonton RTC
Van Lynn and Nopeming Jct.	Homewood RTC

Yard Limits - in effect between

MP165.38 and Van Lynn

Rule 901 - Switches where trains must not clear the main track:

Melrude - House Track.....	MP 51.7
Cook Spur	MP 100.4
Ike House Track.....	MP 148.15

RAILROAD CROSSINGS AT GRADE

Ramshaw	Iron Range Sub Crossing.....	Controlled by Homewood RTC
Shelton Jct.....	Missabe Sub Crossing.....	Homewood RTC

On-Track Safety	Shelton Jct.	Ramshaw
Train Approach Warning	X	X
Track Authority	X	X
Planned Work	X*	X*
Verbal Protection	X	X

*Planned worked may be used for protection, however USOR 1102 must be established on both the subdivisions that intersect.

Rule 520 - Trackage between MP 166.5 and MP 165.38 is designated as Non-Main Track.

MEASURED MILES

MP 11 and MP 12
MP 158 and MP 159

SPECIAL CONDITIONS

Rule 411 - Locomotive Whistle Quiet Zone-in effect
Spruce Street - MP 165.20 (24/7)

Rainy Sub Connecting Track - Rainy Sub Connecting Track extends from Ranier to Duluth Jct. Obtain permission from the Sprague Sub RTC for permission to operate north of the Ranier Drawbridge.

Ranier Drawbridge - Drawbridge, MP 165.4-Southward movements must, prior to accepting Signal 882 at Duluth Jct, contact Homewood RTC for authority to operate over the Ranier Drawbridge and for yarding instructions at Ranier. Homewood RTC must be contacted if the Drawbridge Locked indicator is not illuminated. Northbound movements will contact Homewood RTC on AAR CH (50 50), tone *1#, or call 1-833-493-7827 Ext. 5510 for authorization over drawbridge. When the Drawbridge is closed for the non-navigational season, the bridge is down and locked and signals are suspended per GBO. Crews may pass the STOP sign without stopping but must contact the applicable RTC to operate over the bridge. When the bridge is in operation the following is applicable: A Bridge-Locked indicator will be illuminated when the bridge is properly lined. When advised by the RTC that the bridge is properly lined, movement may proceed past the stop sign without stopping. If the Bridge-Locked indicator is not illuminated, stop before entering bridge and contact Rainy Sub RTC for further instructions.

Maximum clearance through the drawbridge is 10' 5" wide at 20' 6" from the top of the rail. Bridge-Locked indicator is identified by a green illuminated "L" within the indicator aspect.

Ranier Drawbridge Roadway Workers - When Roadway Workers are required to perform work on the Ranier Drawbridge, follow these instructions:

- Obtain permission from Homewood RTC. Homewood RTC will withhold trains from the drawbridge until Roadway Workers report clear.
- Place a red track sign for southward trains at the north end of the drawbridge.
- Either obtain Track Authority from Homewood RTC including the South Ranier control point or place portable derail south of the bridge.
- Place red track sign for northward trains south of the drawbridge.
- When work is complete, remove the two red track signs and derail, then report clear to HomewoodRTC.

Ranier Hand Throw Switches - At Ranier, all hand throw switches connecting the main tracks may be left lined and locked in position last used.

Rainer DTMF Switches - DTMF Switch as prescribed by USOR Rule 717 is located at Rainier Yard 2-3 Switch (MP 165.25) and Rainier Yard 3-4 Switch (MP 165.21).

When trains are within 2 miles of DTMF Switch, select the DTMF code for the correct position of the switch on AAR 087-087:

Ranier Yard 2-3 Switch

- 1-6-5-2-5-1-# To be lined normal (Main 3) (Green Aspect)
- 1-6-5-2-5-2-# To be lined reverse (Main 2) (Yellow Aspect)
- 1-6-5-2-5-3-# Switch Status Request

Ranier Yard 3-4 Switch

- 1-6-5-2-1-1-# To be lined normal (Main 3) (Green Aspect)
- 1-6-5-2-1-2-# To be lined reverse (Main 4) (Yellow Aspect)
- 1-6-5-2-1-3-# Switch Status Request

When DTMF request is received via radio, the switch will:

1. Move the switch to the requested position.
2. Lock the switch for the requested route.
3. Indicate the position of the switch via radio broadcast and the switch-point indicator.

Note: When switch point indicator displays a red or dark aspect the switch must be operated by hand per USOR 717).

Once requested, the switch will remain locked in that position for 15 minutes. If train is delayed more than 10 minutes, crew member must make a new request. Message will be transmitted via radio informing the crew when the switch is properly lined.

After the switch has been occupied, and then movement clears, the switch will return to normal position, lined for the main track. All following movements must transmit the DTMF code for the intended route to ensure the correct position of the switch once the proceeding train has cleared. Failure to request the switches position could result in the switch returning to normal position immediately after the initial train has cleared.

If performing switching movements over these switches, they must be placed in hand operation. When switching is complete, line the switch for the original position, and then make a DTMF request for the switch to remain in that position.

Minorca Yard Tracks - Authority of Minorca Plant Supervisor or Control-room operator is required before occupying or fouling any Minorca yard track. Call Proctor Yard on Channel (008 008) for instructions.

Dragging Equipment Detector - The following Dragging Equipment Detector is located on Minorca Spur with the appropriate Radio Channel:
 Minorca - Below Loop Track. (078 078)

Close Clearance - Locations where employees must not ride on the side of cars when cars are on the adjacent track or at other identified locations where close clearance applies.

- Virginia - East and West Tracks at Prindle Street
- Between MP 164.59 and MP 163.89 due to track centers

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 141.3 and MP 138.3 - Southward
- MP 80.1 and MP 78.3 - Southward
- MP 78.3 and MP 74.9 - Northward

DP Remote Zone with Single Locomotive (ABTH 608) – If at least one car or platform weighing 45 tons or more can be placed immediately ahead of the DP Remote Zone. This exception only applies to mixed manifest trains (not solid empty bulk trains) operating at a minimum of 1.5 HPTA. To be in compliance, HPTA restrictions should not be issued for the purpose of fuel savings, unless the total HPT remains over 1.5.

This portion of ABTH 608 is only applicable on specific subdivisions, as indicated in the timetable and should only be used in the event there are less than (5) cars/platforms weighing 45 tons or more, placed directly ahead of the DP remote consist. Please see question below for clarification.

Do you have a minimum of 5 cars/platforms weighing 45 tons or more immediately in front of the DP Consist?	Yes	Follow HPTA Notch restrictions
	No	Be governed by the portion of ABTH 608 listed above.

LOCATIONS NOT SHOWN AS STATIONS/OR IN SERVICE TO RMMs ONLY

NAME	LOCATION	LENGTH	CONNECTION
Ike House Track	148.15 . . . . .	.2100	South
Cook Spur	100.4 . . . . .	.1100	North
Virginia Machine Track No. 1 . . . . .	.73.1	RMM Only	South
Melrude House Track . . . . .	.51.7 . . . . .	.1200	North
Taft . . . . .	.33.3 . . . . .	.900	North
Twig . . . . .	.24.4 . . . . .	.690	South



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
			68.6	LARGO	CTC	60.1	(016 016) RTC *1# or *5470# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
			68.4	SHELTON JCT.			
			67.5	DWP JCT.			
			66.1	MT. IRON JCT.			
			65.6	WOLF			
			63.8	WEST WYE			
			63.4	IRON JCT.			
			61.8	NORTH KEENAN			
			60.9	KEENAN			
			59.2	NORTH FAIRLANE			
			58.75	FAIRLANE			
			58.6	SOUTH FAIRLANE			
	7,240	44.1	44.1	NORTH KELSEY			
		42.6	42.6	SOUTH KELSEY			
	7,216	34.0 32.5	34.0 32.5	ALBORN			
	7,474	20.2 18.7	20.2 18.7	COONS			
			12.8	CARSON			
			10.7	ADOLPH			
			7.1	PROCTOR			
			7.05	PROCTOR HILL			
		1.5	COLLINGWOOD				
		0.5	DULUTH DOCKS				

MAXIMUM SPEED MPH 60

PTC LIMITS - Largo and Adolph
SPEED RESTRICTIONS

	MPH
MP 68.6 to MP 68.0	25
Shelton Jct. - Connection Track	40
MP 68.0 to MP 66.1	40
MP 67.5 (DWP Jct.) through turnout DCS.	40
MP 66.1 to MP 62.0- curves	35
Mt. Iron Jct. to Nomi Jct. - Wye Track	20
West Wye to East Wye on Iron Range Sub	10
MP 63.4 - Main 2 to Main 2 through turnout DCS.	35
MP 63.34 to Iron Range Sub - Wye Track	20
MP 62 to MP 59	40
MP 59 - North Fairlane (Main to Main 1 - through turnout DCS)	40
MP 37.8 to MP 35.0 - curve	50
MP 35.0 to MP 29.6 - curve	40
MP 29.6 to MP 12.8 - curves	50
Carson - through turnout DCS.	25
Carson to Adolph - (Mains 1 and 2)	40
Adolph - through crossover	25
Adolph to MP 10.15 - Curve (Main 1)	30
Adolph to MP 9.25 - (Main 2)	20
Proctor - 2nd St. Crossing (E/F Yard Lead) (HER)	5
Collingwood to Duluth Dock - shoving on the dock	5
Duluth Dock to Collingwood - pulling off the dock	10
MP 7.05 to Duluth Dock	20
Rundown Trestle - Collingwood to Missabe Jct	10
Lakehead Storage Facility	5
BNSF - Yard and Auxiliary Tracks Duluth/Superior Terminal	10

SIDING SPEEDS

	Turnouts MPH	Siding MPH
Kelsey	20	25
Alborn	25	25
Coons	20	20

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars are cleared on this subdivision with no additional restrictions.

OPERATING CHARACTERISTICS
DOB LIMITS -

Duluth DOB	Superior Sub between MP 477.56 and MP 438 Stinson Sub between MP 457.5 and MP 454.8 Rainy Sub between MP 26 and MP 10.71 Missabe Sub between MP 22 and MP 0.5
Keenan DOB	Rainy Sub between MP 78.0 and MP 67.0 Iron Range Sub between MP 74.1 and MP 44.0 Missabe Sub between MP 68.6 and MP 50.0 Minntac Sub Keenan Sub

SIGNAL RULES - in effect

Rules 803-816, 847 & 848

Rule 901 – Switches where trains must not clear the Main Track

Kelsey House Track MP 43.99

CTC - in effect between/at

	Controlled by
Largo and Adolph	Homewood RTC
Connecting Track between Rainy and Missabe Subs.	Homewood RTC
Proctor Hill and Collingwood	Homewood RTC

RAILROAD CROSSINGS AT GRADE

Shelton Jct. Controlled by Homewood RTC
 Rainy Subdivision crossing

	Shelton Jct.
On-Track Safety	
Train Approach Warning	X
Track Authority	X
Planned Work	X*
Verbal Protection	X

*Planned work may be used for protection, however, Rule 1102 must be established on ALL subdivision that intersect.

Rule 520 - All trackage between Adolph and Proctor Hill and trackage south of Collingwood is designated as Non-Main Track.

MEASURED MILES - between

MP 62 and MP 61
 MP 55 and MP 54
 MP 18 and MP 17

SPECIAL CONDITIONS

Radio Frequency Operated Switches (DTMF) - Radio Frequency Operated Switches may be operated manually, by push button or radio.

Radio Operation - Use DMIR portable radio on Position 3 or locomotive radio on (008 008), input one of the following options:

MP F1.86 (Fairlane Loop Switch)
 #31864 to inquire present switch position
 #31866 to line switch normal
 #31867 to line switch reverse

NOTE: This switch must only be operated by the crew of a train that is using the switch. Lining the switch for the crew of another train is not permitted. Switch is to be left in the position last used.

After any of these commands has been entered, a verbal response from the switch will be transmitted. Operate the switch by hand under the following conditions:

- No response is received from switch.
- Switch responds that it is in fault mode.
- Amber strobe light continues to flash.

Push Button Operation - Stop not less than two engine lengths from the switch, then press the button to line the switch to the desired route.

Manual Operation - Open hand throw box, observe the switch position lever, and move to the appropriate setting. Then insert handle and operate pump to line switch for the desired route.

Dragging Equipment Detectors - The following Dragging Equipment Detectors are located on Non-Main Track, and are shown with the appropriate Radio Channel:

Fairlane Dump Pocket (008 008)
 Duluth Ore Dock No. 6 - all tracks (078 078)

United Taconite Ore Scale - When weighing, tune radio to Channel (078 078) until complete.

Proctor Yard - That part of USOR Rule 602 reading, "Release handbrakes before moving cars" does not apply on tracks in Proctor Yard. Employees must ensure that wheels are not sliding when moving cars with handbrakes applied.

Rule 411 Locomotive Whistle Quiet Zone - in effect

Duluth - from 64th Ave. W. (MP 2.92) to and including 40th Ave. W. (MP 1.69).
 Effective between 2200 until 0700 only.
 Second Street (MP 7.18) - in effect 24/7

Proctor Hill Restrictions - All trains must be equipped with an operative two-way telemetry device.

Southward trains must have minimum of 75 psi at the rear of the train and no greater than 60 CFM air flow (if available) before beginning the descent. Dynamic braking must be utilized if available.

Trains descending the grade must immediately be brought to a stop (if necessary, using an emergency brake application from both the head end and rear end) and secured, under any of the following circumstances:

- If there is any doubt about the ability to safely control train speed.
- Train speed reaches 25 MPH.
- Rear brake pipe pressure falls below 50 psi.
- There is any indication an undesired brake release may be occurring.

Southward trains stopped for reasons indicated above, or northward trains stopped account break-in-two, must be secured as follows:

- Freight trains and loaded unit trains, apply handbrakes on 60% of the cars in the train or portion to be secured.
- Empty unit trains; apply handbrakes on 30% of the cars in the train or portion to be secured.

NOTE: Trains that are entirely equipped with the Orinoco Retainer system and that remain intact are not required to apply handbrakes.

After the train has been secured, recharge the brake system. Reapply the automatic brakes with a 10 to 15 psi automatic brake pipe reduction, and release the handbrakes beginning at the rear, moving toward the locomotive. Depending on train weight, bring the train down the hill utilizing one of the following methods:

- Freight trains and loaded unit trains, release locomotive brakes and attempt to pull the train down the remainder of the grade not exceeding Throttle 5.
- Empty unit trains or light freight trains, fully activate the dynamic brake, release the automatic brake and gradually reduce the independent brake, until the dynamic brake becomes effective.

Proctor Hill Rule X Instructions -When a Rule X warning is present, determine the nature of the Rule X, Tornado or Flash Flood warnings. Exception to the requirements, after warning has been cancelled, if the path of a tornado has passed the main track or when Flash Flood warning is present prior to southward train movements descending Proctor Hill, an on-track inspection ahead of the movement must be conducted by a Roadway Worker.

When these inspections occur, the Roadway Worker will notify the affected trains either directly or via the RTC if any restrictions apply or if track is safe for maximum authorized speed. When is authorized by the RTC, Joint Mandatory Directives will apply per USOR 1004, Trains joint with Roadway Workers.

Proctor Hill - When RTC is unable to line signal for a train movement on the descending grade because of an illuminated track light, the movement must be held until track inspection has been completed. Issuance of Joint Mandatory Directive as prescribed by Rule 1004 involving trains descending the hill is prohibited.

Proctor Hill Rule X Instructions –When a Rule X warning is present, determine the nature of the Rule X, Tornado or Flash Flood warnings. Exception to the requirements, after warning has been cancelled, if the path of a tornado has passed the main track or when Flash Flood warning is present prior to southward train movements descending Proctor Hill, an on-track inspection ahead of the movement must be conducted by a Roadway Worker.

When these inspections occur, the Roadway Worker will notify the affected trains either directly or via the RTC if any restrictions apply or if track is safe for maximum authorized speed. When is authorized by the RTC, Joint Mandatory Directives will apply per USOR 1004, Trains joint with Roadway Workers.

Lakehead Storage Facility - When locomotives will be in the curve at the east end of the facility, use only a single locomotive SD-38 or smaller.

Prior to spotting or pulling cars from the Lakehead storage facility the Duluth Dock Foreman must be contacted on (089 014) to confirm the status of loading operations in the area.

BNSF Trackage - All BNSF Trackage is Non-Main Track, Obtain permission from BNSF Allouez Yardmaster on Channel (033-033) with yardmaster tone (586). During the hours of 2200-0600 CST contact BNSF 28th Street Yardmaster on channel (076-076), tone (586).

Duluth Docks - Prior to shoving a train onto the dock, observe that brakes apply on the rear car. When locomotives are moving on the docks, a crew member must be on the leading end of the locomotive in the direction of movement. Before moving cars from the dock, they must be inspected for open doors and any other condition that could affect movement.

Track No. 4 must not be used unless authorized by the Dock Foreman. Under no circumstances may cars be kicked into Track No. 4.

Obtain permission from the Dock Foreman before entering dock approach.

Duluth Dock Unloading - Make automatic brake pipe reduction sufficient to hold cars in place before allowing dock employees to hook up trapping machines to cars to be unloaded. Engineer will notify conductor when brakes are set.

Engine Restrictions - Prohibited 6 Axle Locomotive Locations

Rod and Ball at Utac Mine

Largo - Laurention Aggregate Tracks, (T-BIRD trains authorized to use for head-room moves only).

DP Remote Zone with Single Locomotive (ABTH 608) – If at least one car or platform weighing 45 tons or more can be placed immediately ahead of the DP Remote Zone. This exception only applies to mixed manifest trains (not solid empty bulk trains) operating at a minimum of 1.5 HPTA, between Shelton Jct. and Proctor Jct. To be in compliance, HPTA restrictions should not be issued for the purpose of fuel savings, unless the total HPT remains over 1.5.

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Zim	MP 55.5.....	300	South



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	SOUTH STATIONS ↑ SOUTH ↓ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
<p>West Lead</p> <p>Missabe Sub</p>			8.0	SOUTH MINNTAC	520	**2.6	(016 016) RTC *1# or *5460# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
			7.0	1.0 ROCK TRACK			
			5.0	2.0 MT. IRON YARD			
			0.6	4.4 NOMI JCT.			
			0.0	0.6 WOLF			

** Derailment Detector will only transmit information via radio upon an alarm for train defects such as broken wheels, dragging equipment, derailed and/or dragging wheel sets. Upon a defect detected, be governed by radio messages and Dragging Equipment inspections as outlined under System Special Instructions Item 3.

MAXIMUM SPEED 40 MPH

SPEED RESTRICTIONS MPH
 Nomi Jct. to Mt. Iron Jct. - Wye Track 20

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars are cleared on this subdivision with no additional restrictions.

OPERATING CHARACTERISTICS

DOB LIMITS -
 Keenan DOB Rainy Sub between MP 78.0 and MP 67.0
 Iron Range Sub between MP 74.1 and MP 44.0
 Missabe Sub between MP 68.6 and MP 50.0
 Minntac Sub
 Keenan Sub

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between

South Minntac and Wolf **Controlled by** Homewood RTC

Rule 520 - All trackage north of South Minntac is designated as non-main Track.

Rule 901- Switches where trains must not clear the main track:
 Rock TrackMP 6.8

SPECIAL CONDITIONS

Minntac - Whistle and bell must be operated when approaching crossings, curves, people working on tracks, structures close to the tracks, power shovels, or other places where people congregate. Ring bell in advance and beyond whenever moving adjacent to or through any loading or dumping pockets.

Cars exceeding 12'10" in height are prohibited from entering the East or West load pockets when chutes are in position for loading.

When operating north of the Minntac Loop Track, do not block the following road crossings between the hours of 1415-1515 and 2215-2315:
 First crossing immediately north of Loop Track.

Four consecutive crossings between the Tail Track (track used to shove commercial to Minntac Concentrator Yard) and Concentrator Yard.

Minntac East Scales Track - Do not exceed 3 MPH over Minntac East Scales Track.

Dragging Equipment Detectors - The following Dragging Equipment Detector is located on Track other than Main Track, with the appropriate Radio Channel:
 Minntac - South of Limestone Dump Pocket (016 016)

Minntac Limestone - Reverse movements with the automatic brake applied must not be made while dumping. If reverse movement must be made, before releasing the automatic, crew member in the dump pocket will determine

when Minntac employees and equipment are clear of the train. Make reverse movement in the lowest possible throttle position.

Minntac Hill Restrictions - All trains must be equipped with an operative two-way telemetry device.

Southward trains must have minimum of 75 psi at the rear of the train and no greater than 60 CFM air flow (if available) before beginning the descent. Dynamic braking must be utilized if available.

Trains descending the grade must immediately be brought to a stop (if necessary, using an emergency brake application from both the head end and rear end) and secured, under any of the following circumstances:

- If there is any doubt about the ability to safely control train speed.
- Train speed reaches 45 MPH.
- Rear brake pipe pressure falls below 50 psi.
- There is any indication an undesired brake release may be occurring.

Southward trains stopped for reasons indicated above, or northward trains stopped account break-in-two, must be secured as follows:

- Freight trains and loaded unit trains, apply handbrakes on 60% of the cars in the train or portion to be secured.
- Empty unit trains; apply handbrakes on 30% of the cars in the train or portion to be secured.

NOTE: Trains that are entirely equipped with the Orinoco Retainer system and that remain intact are not required to apply handbrakes.

After the train has been secured, recharge the brake system. Reapply the automatic brakes with a 10 to 15 psi automatic brake pipe reduction, and release the handbrakes beginning at the rear, moving toward the locomotive.

Depending on train weight, bring the train down the hill utilizing one of the following methods:

- Freight trains and loaded unit trains, release locomotive brakes and attempt to pull the train down the remainder of the grade not exceeding Throttle 5.
- Empty unit trains or light freight trains, fully activate the dynamic brake, release the automatic brake and gradually reduce the independent brake, until the dynamic brake becomes effective.

Minntac Hill - When RTC is unable to line signal for a train movement on the descending grade because of an illuminated track light, the movement must be held until track inspection has been completed. Issuance of Joint Mandatory Directive as prescribed by Rule 1004 involving trains descending the hill is prohibited.

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

MP 8 to MP 5- Northward

Minntac Hill Rule X Instructions –When a Rule X warning is present, determine the nature of the Rule X, Tornado or Flash Flood warnings. Exception to the requirements, after warning has been cancelled, if the path of a tornado has passed the main track or when Flash Flood warning is present prior to southward train movements descending Minntac Hill, an on-track inspection ahead of the movement must be conducted by a Roadway Worker.

When these inspections occur, the Roadway Worker will notify the affected trains either directly or via the RTC if any restrictions apply or if track is safe for maximum authorized speed. When is authorized by the RTC, Joint Mandatory Directives will apply per USOR 1004, Trains joint with Roadway Workers.



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS		METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
				↓ SOUTH	↑ NORTH			
			74.1	IRON JCT.		CTC	66.82	(046 046) RTC *1# or *5390# Diesel Doc *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
				0.4				
			73.7	EAST WYE	1.0			
			72.7	RAMSHAW	5.9			
			66.8	SPARTA	3.0			
			63.8	JONES	3.9			
	6,118	59.9	59.9	NORTH BIWABIK	1.3			
		58.6	58.6	SOUTH BIWABIK	8.3			
			50.3	MP & L	2.5			
			47.8	NUGGET	0.5			
	4,837	47.3	47.3	WYMAN	1.0			
		46.3	46.3	ALLEN JCT.	14.4			
	3,969	32.7 31.9	31.9	FAIRBANKS	7.2			
	4,870	24.7 23.7	24.7	BRIMSON	7.1			
			18.0	NORTH WALES	0.4			
			17.6	WALES	2.8			
	9,499	16.1 14.0	14.8	HIGHLAND	10.4			
				WALDO	3.9			
		0.5	TWO HARBORS JCT.	0.1				
		0.4	STEPHENSON YARD	0.4				
		0.0	TWO HARBORS					

MAXIMUM SPEED MPH
 40

SPEED RESTRICTIONS MPH

- Iron Jct. to East Wye 20
- East Wye to Ramshaw 35
- East Wye and West Wye to Missabe Sub 10
- Ramshaw - Rainy Sub Crossing 25
- Ramshaw to MP 44 35
- Sparta to Jones - Running Track 20
- Jones - through turnout DCS. 10
- Nugget - through turnout 25
- Nugget to Hinsdale - North leg of Wye 10
- Hinsdale Spur 25
- Allen Jct.- through turnout DCS. 20
- MP 33 to MP 30 35
- Wales Spur 10
- MP 6.0 to MP 3.5 35

MP 3.5 to Two Harbors	20
Two Harbors - turnouts on R3, R4, R5, R6 East End	15
Two Harbors - shoving on the dock	5
Two Harbors - pulling off the dock	10
Two Harbors - Dump Pocket	5

SIDING SPEEDS

All other remaining sidings and main track turnouts to the sidings are 20 MPH.

SIDING SPEEDS

	<i>Turnouts</i> MPH	<i>Siding</i> MPH
Fairbanks	20	20
South Siding Switch Southbound Movements(HER)	10	
Brimson	20	20

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars are cleared on this subdivision with no additional restrictions.
 Wales Spur - Heaviest 4 axle car permitted - 263,000 lbs.

OPERATING CHARACTERISTICS
DOB LIMITS -

Keenan DOB	Rainy Sub between MP 78.0 and MP 67.0 Iron Range Sub between MP 74.1 and MP 44.0 Missabe Sub between MP 68.6 and MP 50.0 Minntac Sub Keenan Sub
Two Harbors DOB	Iron Range Sub MP 0 and MP 19 Two Harbors Sub MP 0 to MP 7

Track Authority - in effect between

MP 32.7 and Waldo

SIGNAL RULES - in effect

Rules 803-816, 845 & 847

CTC - in effect between

Iron Jct. and MP 32.7	Controlled by Homewood RTC
Waldo and Stephenson Yard	Homewood RTC

RAILROAD CROSSINGS AT GRADE

Ramshaw	Rainy Subdivision crossing	Controlled by Homewood RTC
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On-Track Safety	Ramshaw
Train Approach Warning	X
Track Authority	X
Planned Work	X*
Verbal Protection	X

*Planned work may be used for protection, however, Rule 1102 must be established on ALL subdivision that intersect.

Rule 520 - Trackage south of Stephenson Yard CTC control point is designated as Non-Main Track.

SPRING SWITCH LOCATIONS

	<i>Normal Position</i>
North Brimson	Main Track
North Highland	Main Track

MEASURED MILES - between

MP 8 and MP 7

SPECIAL CONDITIONS

Biwabik Siding - The siding at Biwabik is a controlled siding. To enter the siding, trains and engines must have either a controlled signal indicating proceed or permission of the RTC. When clearing the siding through a hand operated switch, report the siding clear to the RTC after lining the switch back for the siding. Roadway Workers and on-track equipment that are not protected by Planned Work, must obtain Track Authority from the RTC.

North Brimson - For southbound movements, Switch Point Indicators at North Brimson display aspects according to Rule 701.

Highland - Switch Point Indicators at North and South Highland display aspects according to Rule 701, however they will display yellow when lined for the siding (formerly called Scale Track). The signal at MP 16.9 repeats the display from North Highland as follows: Green lined for the main track, Yellow lined for the siding, and Dark if the switch fails to line in either direction.

Special Use Signal at MP 3.5 - This signal displays aspects to indicate how the signals are lined at Two Harbors Jct. as follows:

Red over Dark - There is either a broken rail on the hill or the signal at Two Harbors Jct. displays Stop.

Yellow over Yellow - No broken rails, and the switch and signal at Two Harbors Jct. are lined into the Commercial Yard or the Duluth Scenic Railroad.

Yellow over Dark - Two Harbors Jct. is lined into either Track 3, 4, 5 or 6 and the track is occupied, or lined into Track 7.

Green over Dark - Two Harbors Jct. is lined into either Track 3, 4, 5 or 6 and the track is clear.

Two Harbors Hill Restrictions (MP 3.5 to MP 0.5) - All trains must be equipped with an operative two-way telemetry device.

Southward trains must have minimum of 75 psi at the rear of the train and no greater than 60 CFM air flow (if available) before beginning the descent. Dynamic braking must be utilized if available.

Trains descending the grade must immediately be brought to a stop (if necessary, using an emergency brake application from both the head end and rear end) and secured, under any of the following circumstances:

- If there is any doubt about the ability to safely control train speed.
- Train speed reaches 25 MPH.
- Rear brake pipe pressure falls below 50 psi.
- There is any indication an undesired brake release may be occurring.

Southward trains stopped for reasons indicated above, or northward trains stopped account break-in-two, must be secured as follows:

- Freight trains and loaded unit trains, apply handbrakes on 60% of the cars in the train or portion to be secured.
- Empty unit trains; apply handbrakes on 30% of the cars in the train or portion to be secured.

NOTE: Trains that are entirely equipped with the Orinoco Retainer system and that remain intact are not required to apply handbrakes.

After the train has been secured, recharge the brake system. Reapply the automatic brakes with a 10 to 15 psi automatic brake pipe reduction, and release the handbrakes beginning at the rear, moving toward the locomotive.

Depending on train weight, bring the train down the hill utilizing one of the following methods:

- Freight trains and loaded unit trains, release locomotive brakes and attempt to pull the train down the remainder of the grade not exceeding Throttle 5.
- Empty unit trains or light freight trains, fully activate the dynamic brake, release the automatic brake and gradually reduce the independent brake, until the dynamic brake becomes effective.

Two Harbors Hill - When RTC is unable to line signal for a train movement on the descending grade because of an illuminated track light, the movement must be held until track inspection has been completed. Issuance of Joint Mandatory Directive as prescribed by Rule 1004 involving trains descending the hill is prohibited.

Two Harbors Hill Orinoco Retainer System - Trains operating without operative Orinoco Retainer System are governed by the following:

- Train must stop before passing Highland and set a minimum retainers on cars.
- Recharge train line to a minimum of 75 psi as indicated by HOT/EOT.
- Dynamic Brake must be operative on head end of train.

Trains equipped with operative Orinoco Retainer System are governed by the following:

- Before passing Waldo, make a 10 psi application on the Orinoco Retainer System.
- Do not release the Orinoco application until reaching the bottom of the hill.
- Trainline must be charged to a minimum of 75 psi as indicated by HOT/EOT before departing Waldo.
- Dynamic Brake must be operative on head end of train.

Orinoco Procedures when Descending Two Harbors Hill - Prior to passing MP 14.0 and descending the Two Harbors Hill:

- Apply a minimum application of the automatic brake and ensure a 'positive' application is observed on the EOT. This will provide a quick service application of the brakes throughout the train and achieve a quicker set of the retainer system.
- Once a positive reduction has occurred at the rear of the train, set the Orinoco pressure as desired.
- Maintain a balance speed not exceeding 30 MPH between South Highland and MP 6.0 utilizing a combination of dynamic and automatic braking in conjunction with the Orinoco system.
- Maintain a balance speed not exceeding 25 MPH between MP 6.0 and MP 3.5.
- The train may proceed past MP 3.5 if EOT pressure is at least 75 PSI, the air flow is below 40 CFM and the Orinoco pressure is set as required to balance the descending grade into Two Harbors.

- Stop the train before passing MP 3.5 if necessary and recharge the train brake system if heavy and/or consecutive cycle braking applications of 20 PSI or more have been made. Before releasing the train brakes to recharge, the Orinoco system is to be used to secure the train against movement. The train may proceed once the EOT pressure has restored to 80 PSI or less and the air flow is below 30 CFM.
- Between MP 3.5 and the Two Harbors yard, establish and maintain a balance speed of between 15 - 20 MPH, not to exceed 20 MPH, utilizing a combination of dynamic and automatic braking.
- Do not fully reduce the Orinoco pressure until the train has reached the bottom of the hill and entered the Two Harbors yard.

NOTES:

- a) Southward loaded trains equipped with an operative Orinoco system are to confirm continuity of the straight air brake pipe and verify system response by performing a running test to prior to arriving at Highland.
- b) Northward empty trains equipped with an operative Orinoco system are to perform a continuity test of the straight air brake pipe prior to departing Two Harbors yard.
- c) Trains without operative dynamic brakes on more than one locomotive, and/or without an operative Orinoco retainer control system, must set a sufficient number of the pressure retaining valves ('retainers') to the HP (High Pressure) position before descending the hill between Highland and Two Harbors yard. The exact number of retainers to apply will vary depending on such things as train weight, cold temperature operation, mileage location where train stopped to apply retainers, etc.

The following table will serve as a general guideline for the number of pressure retainers to set:

Minimum number of pressure retainers required Iron Range Subdivision Southward Loaded Movements		
Location Where Retainers Applied	Percent of Total Car Count	
	Temp 0° F or Above	Temp Below 0° F
Highland	35%	40%

SPECIAL CONDITIONS

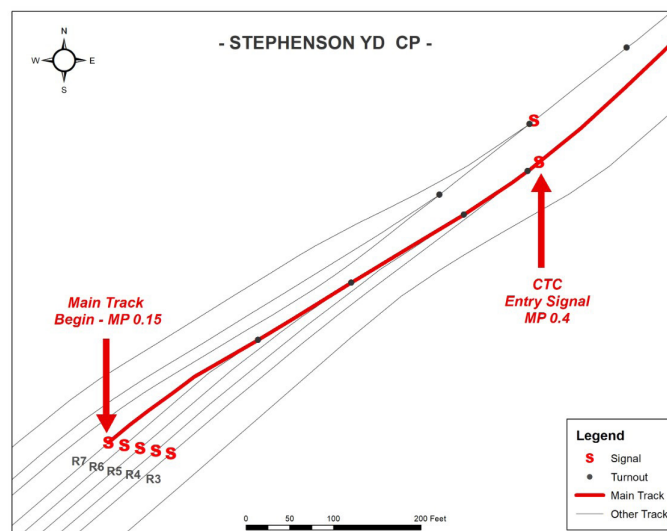
Stephenson Yard- The main track begins for northward movements Stephenson Yard control point begins at the signal, MP 0.15. Below is a map to detail the Stephenson Yard CP.

Upon arrival in the Two Harbors yard, all retainers applied in the HP position are to be returned to the EX (Exhaust) position.

Should train speed exceed the maximum authorized timetable speed by 5 MPH, the train is to be brought to an immediate stop, using an emergency application of the brakes if necessary.

Trains stopped in emergency between South Highland and Two Harbors must contact the RTC for instructions before proceeding. The RTC will communicate with the local SLE for the territory and will relay the instructions received from the SLE.

Stephenson Yard CP- The main track begins for northward movements at Stephenson Yard control point signal located at MP 0.15. Below is a map detailing the Stephenson Yard control point.



Two Harbors Dock - Prior to shoving a train onto the dock, observe that brakes apply on the rear car. When locomotives are moving on the docks, a crew member must be on the leading end of the locomotive in the direction of movement. Before moving cars from the dock, they must be inspected for open doors and any other condition that could affect movement.

Switches on the dock must be lined for a clear track whenever possible.

Two Harbors Dock Unloading - Make automatic brake pipe reduction sufficient to hold cars in place before allowing dock employees to hook up trapping machines to cars to be unloaded. Engineer will notify conductor when brakes are set.

Two Harbors - Switch at the east end of R-1 and the Depot Lead must be left lined and padlocked for the Depot when not in use.

Two Harbors DTMF South Loop Switch – DTMF Switch as prescribed by USOR Rule 717 is located at the following location(s):

Two Harbors South Loop, MP 1.86

When trains are within 2 miles of DTMF Switch, select the DTMF code for the correct position of the switch on AAR 046- 046:

Two Harbors South Loop DTMF Switch (MP 1.86)

0-0-1-8-6-1-# To be lined normal (Green Aspect)

0-0-1-8-6-2-# To be lined reverse (Yellow Aspect)

0-0-1-8-6-3-# Switch Status Request

When DTMF request is received via radio, the switch will:

1. Move the switch to the requested position.
2. Lock the switch for the requested route.
3. Indicate the position of the switch via radio broadcast and the switch-point indicator.

Note: When switch point indicator displays a red or dark aspect the switch must be operated by hand per USOR 717).

Once requested, the switch will remain locked in that position for 15 minutes. If train is delayed more than 10 minutes, crew member must make a new request. Message will be transmitted via radio informing the crew when the switch is properly lined.

After the switch has been occupied, and then movement clears. All following movements must transmit the DTMF code for the intended route to ensure the correct position of the switch once the proceeding train has cleared.

If performing switching movements over these switches, they must be placed in hand operation. When switching is complete, line the switch for the original position.

Two Harbors Hill Rule X Exceptions – When a Rule X warning is present, determine the nature of the Rule X, Tornado or Flash Flood warnings. Exception to the requirements, after warning has been cancelled, if the path of a tornado has passed the main track or when Flash Flood warning is present prior to southward train movements descending Two Harbors Hill, an on-track inspection ahead of the movement must be conducted by a Roadway Worker.

When these inspections occur, the Roadway Worker will notify the affected trains either directly or via the RTC if and restrictions apply or if track is safe for maximum authorized speed. When is authorized by the RTC, Joint Mandatory Directives will apply per USOR 1004, Trains joint with Roadway Workers.

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 23 and MP 0 - Northward

LOCATIONS NOT SHOWN AS STATIONS/OR IN SERVICE TO RMMs ONLY

NAME	LOCATION	LENGTH	CONNECTION
Minnesota Explosives	57.3	Industry	South
LP	1.86	Industry	South
Depot Jct	0.74	Wye Track	North

TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTOR	RADIO CHANNELS CALL INS
 Missabe Sub			15.3	EMMERT	TA		(016 016) RTC *1# or *5400# Diesel Doc *3# MS Rep *6# PTC *5# TSC *9# Emergency *0#
	6,100	13.0 11.8	13.0	— 2.3 — WILPEN — 4.8 —			
			8.2	SHERWOOD — 6.2 —			
			2.0	NORTHGATE — 1.1 —	520		
			0.9	SOUTHGATE — 0.9 —	CTC		
			0.0	KEENAN			

MAXIMUM SPEED **MPH**
25

SPEED RESTRICTIONS **MPH**
 Emmert to MP 15 - curve 10
 Viking Spur 10

SIDING SPEEDS *Turnouts*
MPH **MPH**
 Wilpen 20 20

FREIGHT CAR WEIGHT RESTRICTIONS
 Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars are cleared on this subdivision with no additional restrictions.

OPERATING CHARACTERISTICS

DOB LIMITS -
 Keenan DOB Rainy Sub between MP 78.0 and MP 67.0
 Iron Range Sub between MP 74.1 and MP 44.0
 Missabe Sub between MP 68.6 and MP 50.0
 Minntac Sub
 Keenan Sub

Track Authority - in effect between
 Emmert and MP 3

SIGNAL RULES - in effect
 Rules 803-816

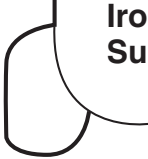
CTC - in effect between **Controlled by**
Homewood RTC

Rule 520 - Trackage between Northgate and MP 3 is designated as Non-Main Track.

SPECIAL CONDITIONS
Engine Restrictions - Prohibited 6 Axle Locomotive Locations

- Viking Spur



TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS ↓ SOUTH ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
 <p>Iron Range Sub</p>			7.0	WALDO	TA		(046 046) RTC *1# or *5550# Diesel Doctor *3# MS Rep *8# PTC *5# TSC *9# Emergency *0#
			2.4	4.6 TWO HARBORS			

MAXIMUM SPEED **MPH**
 20

FREIGHT CAR WEIGHT RESTRICTIONS

Heaviest 4 axle car permitted - 286,000 lbs.
 Loaded 24 ft. Ore cars are cleared on this subdivision with no additional restrictions.

OPERATING CHARACTERISTICS

DOB LIMITS -

Two Harbors DOB Iron Range Sub MP 0 and MP 19
 Two Harbors Sub MP 0 to MP 7

Track Authority - in effect between

MP 2.4 and Waldo

Rule 520 - Trackage south of MP 2.4 is designated as non-main Track.

SPECIAL CONDITIONS

Two Harbors Hill Restrictions - Two Harbors Hill on the Two Harbors Subdivision be governed by instructions under Iron Range Subdivision related to Two Harbors Hill.

Two Harbors - All instructions concerning Two Harbors are carried in the Iron Range Subdivision Timetable Instructions only.

HPTA Exceptions - HPTA Throttle Notch limitations may be exceeded while any portion of the train is within the following specified mileage and direction:

- MP 10.0 and MP 0.0 - Northward