

EASTERN DIVISION OFFICERS

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T. M. Kelly Asst. Division Superintendent Stevens Point, WI
J. M. Donahue Asst. Superintendent Stevens Point, WI
D. L. Peterson Terminal Trainmaster Stevens Point, WI
P. M. McNamara Chief Train Dispatcher Stevens Point, WI
D. L. Lobermeier Supt's. Chief Clerk Stevens Point, WI
R. M. Denny Terminal Superintendent Schiller Park, IL
L. W. Johnson Terminal Trainmaster Schiller Park, IL
R. A. Schiltz Terminal Trainmaster-Agent Schiller Park, IL
S. R. Weigner Regional Mgr. Intermodal Schiller Park, IL
R. C. Degman Asst. Regional Mgr. Intermodal/
Terminal Trainmaster Schiller Park, IL
C. C. Rust Assistant Superintendent Fond du Lac, WI
D. W. Carlstrom Asst. Trainmaster Fond du Lac, WI
J. C. Roth Terminal Manager-Agent Neenah, WI
J. D. Belsky Trainmaster Gladstone, MI
C. J. Macki Asst. Trainmaster-Agent Gladstone, MI
J. A. Bredesen Asst. Trainmaster-Agent Chippewa Falls, WI
J. P. Pozarski Official Agent Rhinelander, WI
J. G. Batho Official Agent Sault Ste. Marie, MI
G. A. Nilsen Eastern Regional Engineer Stevens Point, WI
D. J. Tepp Manager of Shops Fond du Lac, WI
A. D. Golla Asst. Mgr. Shops Fond du Lac, WI

TRAIN DISPATCHERS — STEVENS POINT, WI

R. L. Hamilton	G. L. Terczynski	K. L. Eberhard
W. G. Johnson	C. J. Popelka	J. A. Busa
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L. B. Kapitan	R. D. Dalum	D. L. Romundson
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STEVENS POINT DISPATCHER'S OFFICE
715-344-5328

WESTERN DIVISION OFFICERS

D.H. Nelson Division Superintendent Mpls. Mn (Shoreham)
D. J. Hansen Terminal Supt. Mpls. Mn (Shoreham)
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M. D. Neidt Trainmaster Mpls. Mn (Shoreham)
D. A. Solinger Trainmaster Mpls. Mn
D. E. Smith Asst. Trainmaster Mpls. Mn (Shoreham)
L. L. Schiestl Manager Twin City Terml. Mpls. Mn (Shoreham)
P. F. Madsen Chf. Train Dispatcher Mpls. Mn (Shoreham)
C. N. Raw Supt's Chief Clerk Mpls. Mn (Shoreham)
P. Sarich Regional Mgr. Intermodal Mpls. Mn (Shoreham)
T. M. Parsons Western Regional Engr. Mpls. Mn (Shoreham)
R. P. Olson Terminal Manager Superior, WI
W. A. Forsberg Trainmaster/Agent T R Falls, Mn
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W. M. Iverson Trainmaster-Agent Minot, ND
J. M. Coppin Trainmaster-Agent Harvey, ND

TRAIN DISPATCHERS — SHOREHAM

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J. P. Erickson	G. L. Braasch	R. W. Dooley
S. J. Nelson	P. A. Grover	T. E. Carlson
S. R. Johnson	D. A. Schwartztrauber	K. P. Anderson
V. C. Wigfield	P. G. Leacock	K. J. Trentor
C. F. Roark	K. J. Rochon	

SHOREHAM DISPATCHER'S OFFICE
East — 612-788-1402
West — 612-789-0897



SOO LINE RAILROAD COMPANY

SYSTEM TIMETABLE AND SPECIAL INSTRUCTIONS NO. 1

EFFECTIVE 12:01 A.M.
CENTRAL STANDARD TIME

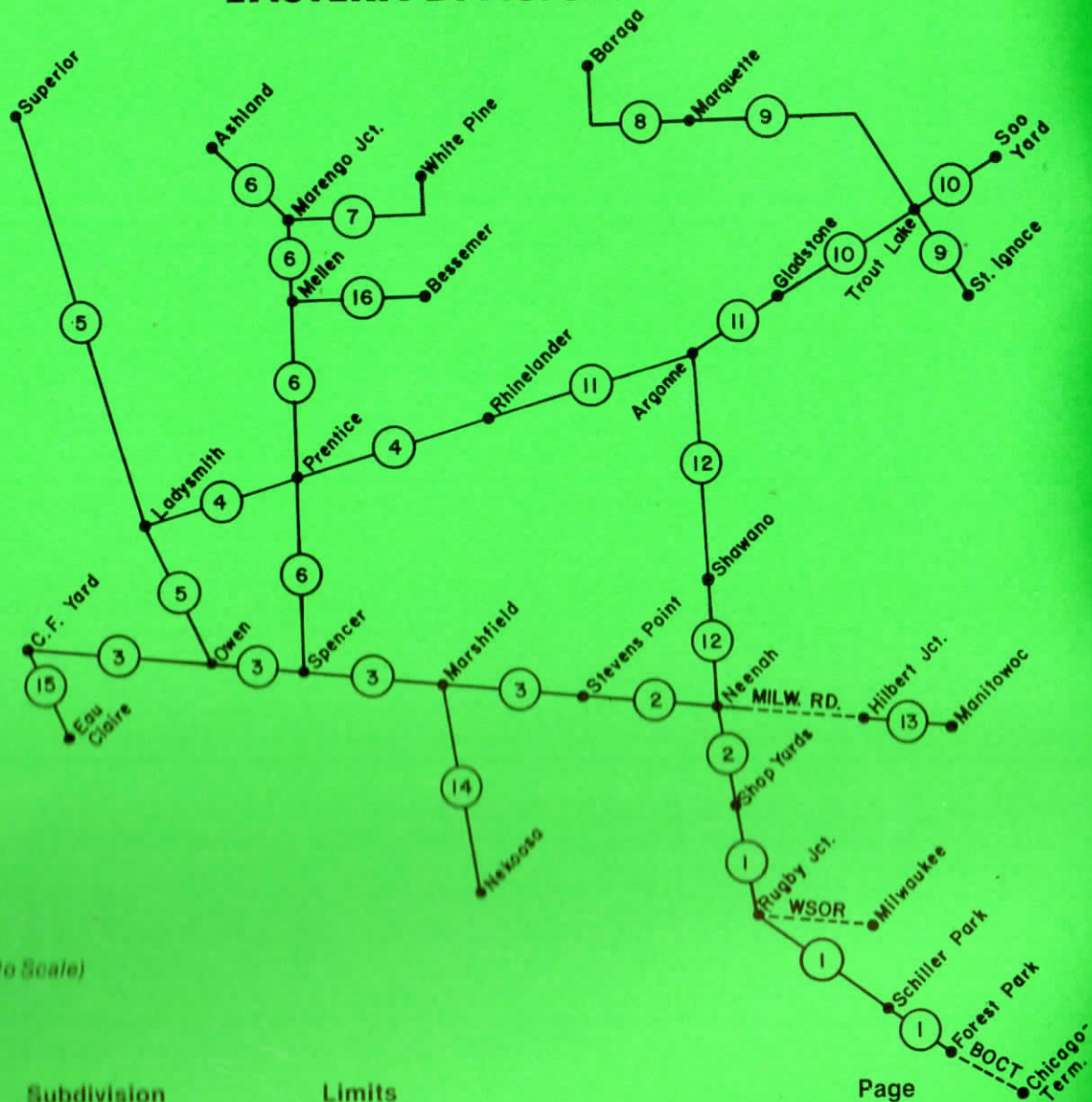
TUESDAY, JANUARY 1, 1985

For the government and
information of employees only.

Vice President
Operations
C. C. LEARY

Director of Transportation
Operations
D. J. LYONS

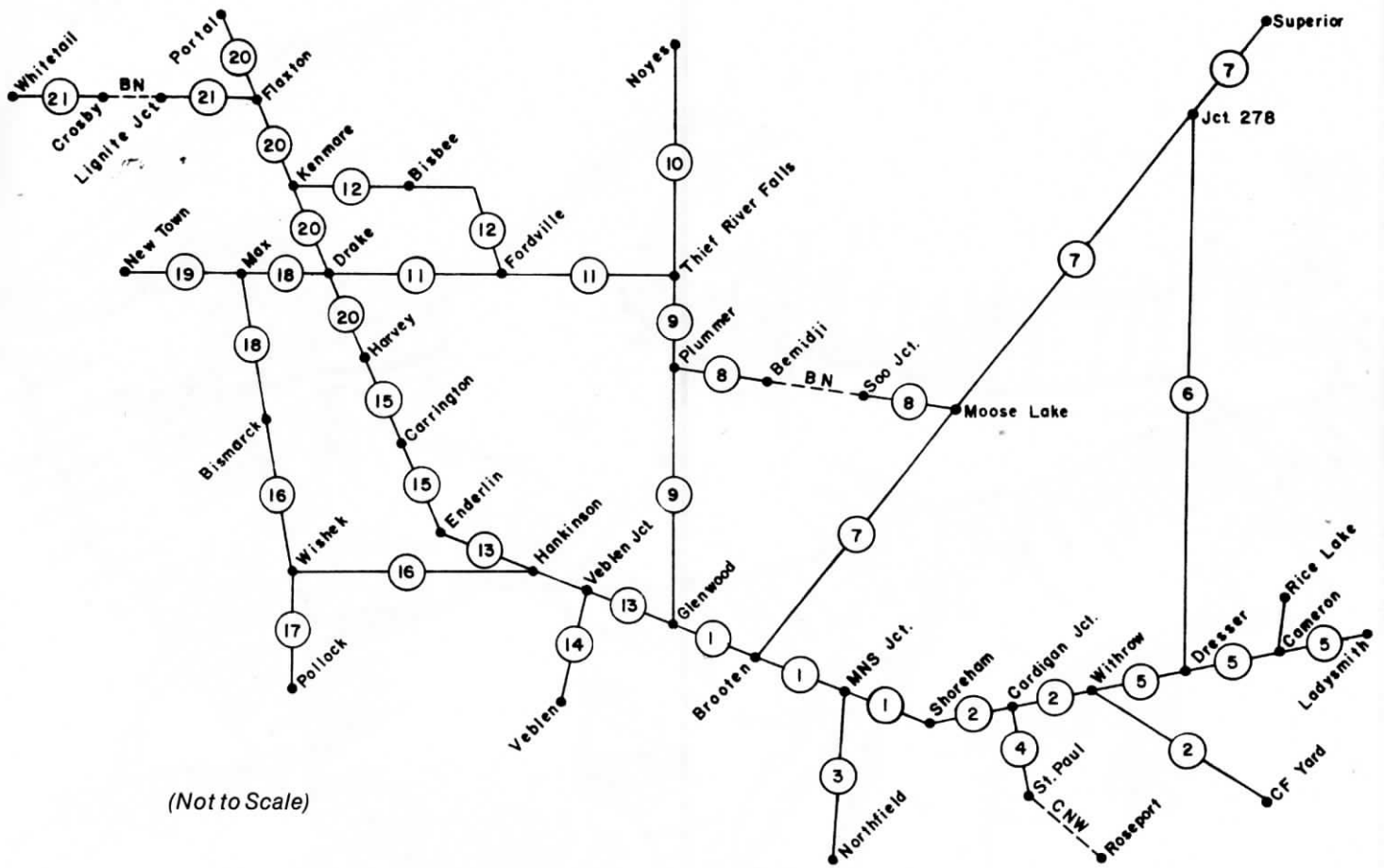
EASTERN DIVISION



(Not to Scale)

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WESTERN DIVISION



(Not to Scale)

Map

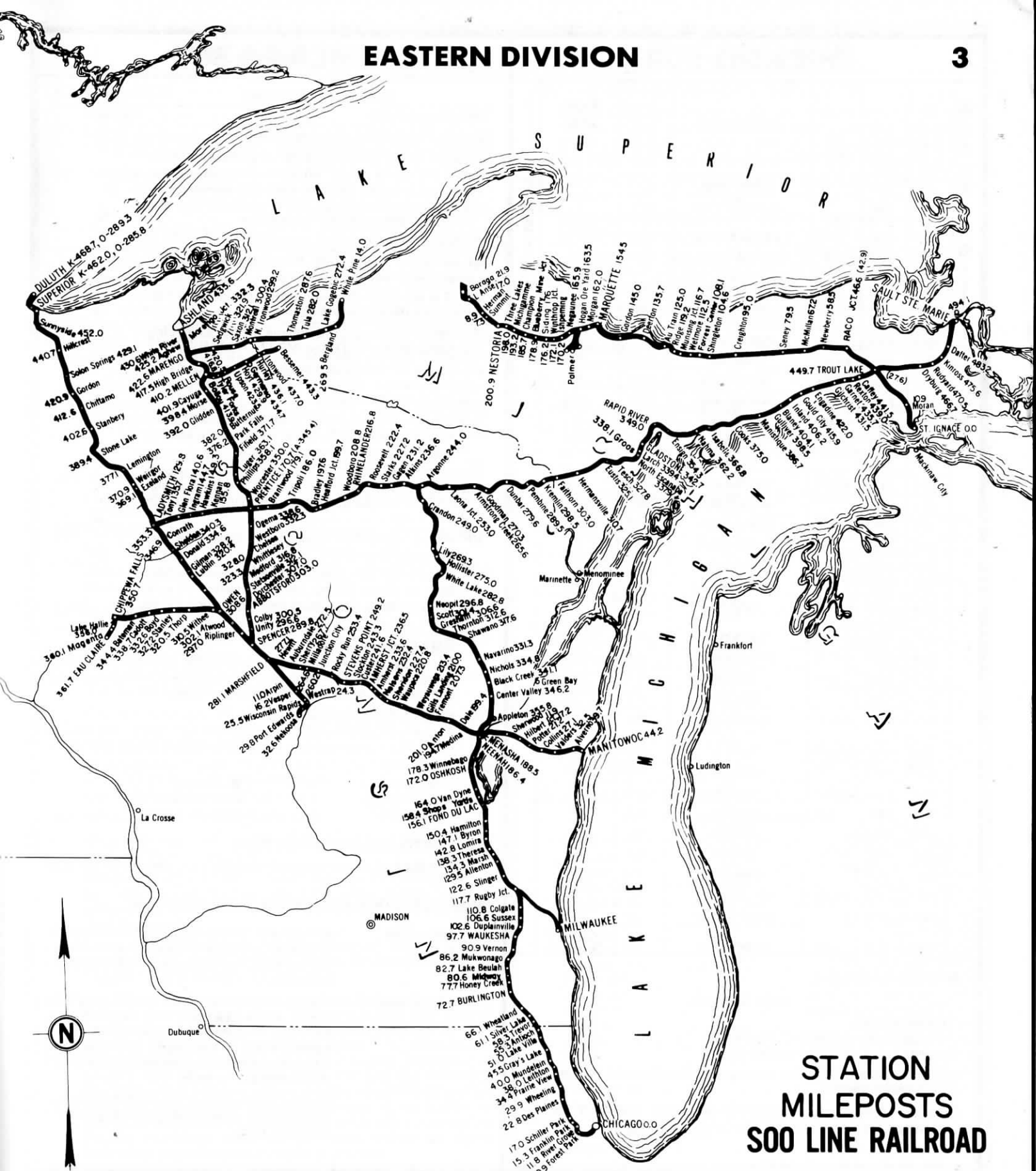
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NOTES

NOTES

EASTERN DIVISION



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CHICAGO SUB

WESTWARD

EASTWARD

Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From Shops Yard	Rule 6(A)
10.9	0462		FOREST PARK	147.5	
15.3	0458		FRANKLIN PARK	143.1	I
17.0	0456	Yard	SCHILLER PARK	141.4	BCFKP QRTWZ
22.8	0450	4837	DES PLAINES	135.6	IPQ
28.0			(East End 2 Main Trks.) MCKINLEY	130.4	P
29.9	0443		(West End 2 Main Trks.) WHEELING	128.5	P
34.4	0439	3670	PRAIRIE VIEW	124.0	P
38.0	0435	▶4795	LEITHTON	120.4	IP
40.0	0433	3664	MUNDELEIN	118.4	P
45.5	0427	2664	GRAYS LAKE	112.9	APQ
51.0	0422	▶5490	LAKE VILLA	107.4	P
55.3	0418	762	ANTIOCH	103.1	P
58.3	0415		TREVOR	100.1	
61.1	0411	▶5390	SILVER LAKE	97.3	P
66.1	0407		WHEATLAND	92.2	P
72.7	0400	▶5160	BURLINGTON	85.7	AP
77.7	0395		HONEY CREEK	80.7	P
80.6	0393	4696	MIDWAY	77.8	P
86.2	0387		MUKWONAGO	72.2	P
90.9	0382	▶5125	VERNON	67.5	P
97.7	0375	▶8723	WAUKESHA	60.7	ABFKOT PQWYZ
102.6	0370	▶5160	DUPLAINVILLE	55.8	CIPQ
106.6	0366	2066	SUSSEX	51.8	P
110.8	0362		COLGATE	47.6	P
117.7	0355	▶7788	RUGBY JCT. (Jct. WSOR)	40.7	JP
122.6	0350	▶4411	SLINGER	35.8	IP
129.5	0343		ALLENTON	28.9	P
134.3	0339	▶4905	MARSH	24.1	P
138.3	0335	3675	THERESA	20.1	P
142.8	0330		LOMIRA	15.6	P
147.1	0326	▶5297	BYRON	11.3	PQ
150.4	0323		HAMILTON	8.0	P
153.3	0320	▶6068	VALLEY SIDING	5.1	P
156.1	0317		FOND DU LAC	2.3	AMP
158.4	0315	Yard	SHOPS YARD	0.0	BCFKIMP QRTWYZ

▶ Controlled Siding

Radio Channels

Channel 3 Road
Channel 2 Schiller Park and Shops Yard
Channel 1 on WSOR (Milwaukee Line)

CTC and ABS are in service between Schiller Park (Jct. 20) and east switch Shops Yard.

Between McKinley and Wheeling two main tracks in service, designated from south to north as Track 1 and Track 2.

CHICAGO SUB

SPEED RESTRICTIONS

MPH

MAXIMUM SPEED	40
Between Forest Park and Schiller Park	20
Between MP 21.22 (West edge of Birchwood Ave.) and MP 23.19 (West edge of Woodlawn Ave.) located between Schiller Park and McKinley — if stopped within these limits, upon starting and until engine has passed these limits	10
MP 23.65—Deval, over R.R. crossings	30
MP 28 to MP 29.9—Track No. 2 (North Track) between McKinley and Wheeling	25
MP 28 & MP 29.9—Through turnout of dual control switches (McKinley & Wheeling)	25
Mundelein—Through the village limits extending between Butterfield Road (MP 37.37) and MP 41	35
MP 71.3 to MP 72.88—Between Wheatland and east siding switch Burlington until engine passes through these limits	20
Burlington—Around curve into S.P.E. Warehouse (6-axle engines must not be used on tracks into this plant)	3
Waukesha—Between westbound absolute signal C&NW crossing and westbound absolute signal CMStP&P crossing until engine passes through these limits	20
MP 100.51—CMStP&P crossing at Waukesha, between absolute signals	30
MP 154.05 to MP 159.5—Between west siding switch at Valley Siding and west switch of yard at Shops Yard until engine passes through these limits	20

3. TIME COMPARISON

Conductors of eastward trains originating at Schiller Park may compare time with operator by telephone. Time watches compared must be registered on Form 1091.

15. ENGINE WHISTLE SIGNALS

At the following locations Enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

Schiller Park	Waukesha
Des Plaines	Milwaukee
Burlington	Fond du Lac

83(A). TRAIN REGISTER EXCEPTIONS

Schiller Park—Upon request operators will register for conductors.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Milwaukee All westward trains departing Milwaukee will obtain a Soo Line Clearance at Muskego Yard and will not require an initial clearance at Rugby Jct.

Shops Yard Helper engines between Shops Yard and Byron will be cleared as C&E Helper Engine (number). A separate clearance must be obtained by the helper engine listing thereon all orders in effect in the territory in which movement will be made.

Eastward trains that are to enter WSOR track at Rugby Jct. must obtain WSOR clearance at Shops Yard.

CHICAGO SUB

93. YARD LIMITS

West MP	East MP
101.39 Waukesha	95.91
160.11 Shops Yard	157.14

98. RAILROAD GRADE CROSSINGS

Note: †Non-operating approach signals.

Location	Railroad	Signals
†Franklin Park (B-12 Tower)- MP 15.4	CMStP&P	Interlocked
Des Plaines (Deval)-MP 23.65	C&NW	Interlocked
*Leithton-MP 37.07	EJ&E	Interlocked
One mile east of Grays Lake- MP 43.98	CMStP&P	Auto. Interlocked
Burlington-MP 71.34	CMStP&P	Auto. Interlocked
Waukesha-MP 97.23	C&NW	Auto. Interlocked
Waukesha-MP 100.51	CMStP&P	Auto. Interlocked
Duplainville-MP 102.04	CMStP&P	Interlocked
*Slinger-MP 122.52	WSOR	Interlocked
Fond Du Lac-MP 154.9	C&NW	Auto. Interlocked
*Shops Yard R. R. Crossing- MP 157.35	C&NW	Interlocked

*Controlled by dispatcher at Stevens Point.

103. MOVEMENT OVER PUBLIC CROSSINGS

At Allenton — Sreet crossing on House Track, stop and cross under flag protection.

104. The following main track switches may be left lined and locked in either the normal or reverse position:

Shops Yard—Highline switch located just east of the yard office.

104(A). **At Schiller Park** — Between end of CTC at MP 19.85 (Jct. 20) and Forest Park, the switches on the "Gauntlet Track" and Tracks 6 & 7 east of Jct. 16 will be lined and locked for movement on these tracks except:

The switch at Jct. 19 connecting Track 7 and the "Gauntlet Track" must be left lined and locked for Schiller Park Yard Track 7.

The switch at Jct. 16 connecting Track 7 and the "Gauntlet Track" may be left lined and locked in either the normal or reverse position.

At Waukesha—The switch at the west end of Siding 100, leading to the controlled siding and the main track, must be lined and locked toward the controlled siding.

105. SCHILLER PARK YARD TRACKAGE:

Tracks between Jct. 20 (MP 19.85) and Forest Park are yard tracks — Rule 105 applies.

Movements on trackage between Jct. 20 and Forest Park are governed by the Schiller Park Yardmaster. Before entering these limits, permission must be obtained from the Schiller Park Yardmaster.

204. At Shops Yard, engines used in "helper" service will be designated as "Helper Engine" in train order address, and as "Helper Engine (number)" in clearance.

267 and 268. At Rugby Jct. trains or engines that are able to enter CTC territory and are unable to communicate with control operator must, if possible, call the control operator by long distance telephone for authority to enter CTC. If unable to contact control operator and no conflicting movement is evident, Rule 280 must be complied with and flag protection provided in both directions. Train or engine may then enter main track and occupy track between switches of the controlled siding at Rugby Jct., clearing main track when practicable. Further movement must not be made, except on signal indication, or until communication is restored.

CHICAGO SUB

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268(A). HAND THROW SWITCHES IN CTC LIMITS:

Within CTC limits where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand throw switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

269. When the interlocking absolute signal displays STOP per Rule 240A at:

CMStP&P crossing one mile east of Grays Lake— MP 43.98
C&NW crossing at Fond du Lac—MP 154.9

comply with Rule 613, and if a more favorable signal indication is not received, proceed at restricted speed until entire train has passed the next signal.

Rule 269 does not apply at the above interlocking absolute signals.

Report of delay must be made to control operator at the first opportunity.

269. DEVAL INTERLOCKING

When approach signal or absolute signal of Deval interlocking indicates "Stop" for the route to be used, train or engine will be governed by instructions received from operator at Deval tower per Rule 606. Rule 269 and Rule 509 will not apply. Rule 605(A) does not apply.

275. LOCATION OF DUAL CONTROL SWITCHES

Schiller Park	(Jct. 20) MP 19.83
McKinley	East End of two Main Tracks
Wheeling	West End of two Main Tracks
Leithton	Both Ends of Siding
Lake Villa	Both Ends of Siding
Silver Lake	Both Ends of Siding
Burlington	Both Ends of Siding
Vernon	Both Ends of Siding
Waukesha	Both Ends of Siding
Duplainville	Both Ends of Siding
Rugby Jct.	Both Ends of Siding
Slinger	Both Ends of Siding
Marsh	Both Ends of Siding
Byron	Both Ends of Siding
Valley Siding	Both Ends of Siding
Shops Yard	East Switch of Yard Lead
Shops Yard	West Switch of Yard Lead

280. LOCATION OF ELECTRIC LOCKS

Chicago Subdivision

Des Plaines	Both Ends of Siding
Des Plaines	Fred Post Spur
Prairie View	Both Ends of Siding
Mundelein	Both Ends of Siding
Grays Lake	Both Ends of Siding
Antioch	Both Ends of Siding
Midway	Both Ends of Siding
Waukesha	Amron Spur
Sussex	Both Ends of Siding
Rugby Jct.	Both Ends of House Track
Rugby Jct.	West End of Transfer Track
Allenton	Both Ends of House Track
Theresa	Both Ends of Siding
Lomira	East End of House Track
Byron	CalCan Spur
Byron	Both Ends of House Track
Fond du Lac	C&NW Transfer Switch

281. AUTHORITY TO USE ELECTRIC LOCK

Rule 281 applies at C&NW transfer track switch at east end of Shops Yard.

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CHICAGO SUB

606. AT SLINGER AND LEITHTON

Westward movements only:

When a westward train or engine is stopped by the absolute signal governing movement through the railroad crossing interlocking at Slinger or Leithton and communication with the control operator is not available, and no movement is evident on the conflicting route, such train or engine will move one car length beyond the absolute signal and comply with paragraph (c) of Rule 606. Rule 269 (A) also governs.

JOINT TRACKS WITH C&NW RY.

Waukesha—Includes all tracks between Quality Aluminum Co. and International Harvester Co. Movements not to exceed 6 miles per hour.

TRAIN DEFECT DETECTORS

Location	Type	Read Out
MP 54.10 Antioch	Hot Box Drag. Equip.	Recorder in Dispatchers Office Alarm light on site
MP 78.70 Honey Creek	Hot Box Drag. Equip.	Monitor Display Board
MP 131.2 Allenton	Hot Box Drag Equip. Hot Wheel	Radio Talker

NEENAH SUB

WESTWARD

Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From Stevens Point	Rule 6(A)
158.4	0315	Yard	SHOPS YARD 5.6	90.8	BCFIKMP QRTWYZ
164.0	0309	6445	VAN DYNE 8.0	85.2	P
172.0	0299	▶5339	OSHKOSH 6.3	77.2	IPWZ
178.3	0290	▶6383	WINNEBAGO 8.1	70.9	P
186.4	0287	▶16220	NEENAH (Jct. Shawano & Manitowoc Subs) 13.0	62.8	BCFJK PQTWY
199.4	0274		DALE 1.6	49.8	
201.0	0273	▶6152	ANTON 6.3	48.2	P
207.3	0266		FREMONT 6.1	41.9	P
213.4	0260	▶6419	WEYAUWEGA 7.4	35.8	P
220.8	0252	4912	WAUPACA 6.6	28.4	P
227.4	0246		SHERIDAN 5.0	21.8	PQ
232.4	0240	▶7925	NELSONS 1.2	16.8	P
233.6	0239		AMHERST 8.0	15.6	P
241.6	0231		CUSTER 3.7	7.6	P
243.3	0229	4369	STOCKTON 5.9	5.9	P
249.2	0224	Yard	STEVENS POINT	0.0	BCFIKPQ RTWYZ

EASTWARD

▶ Controlled Siding

Radio Channels

Channel 1 Road
Channel 2 Shops Yard, Neenah and Stevens Point

CTC and ABS are in service between west switch Shops Yard and east switch Stevens Point.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
Shops Yard — between east and west yard switches until engine passes through these limits	20
Van Dyne—on siding between switches	5
MP 171.3 to MP 175.8—Between Oregon Street and Murdock Street at Oshkosh	20
MP 172—MP 175.2 between Oshkosh and Winnebago	10
Neenah—Between siding switches until engine passes through these limits	20
Stevens Point—Between yard limit sign at east end of Stevens Point Yard and West Clark St. until engine passes through these limits	20
Stevens Point—Over Water Street crossing until crossing occupied	12
Stevens Point—Plover Branch	10

15. ENGINE WHISTLE SIGNALS

At the following locations Enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

- Neenah
- Oshkosh

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

- Shops Yard** Westward Neenah Subdivision trains enroute to the Shawano Subdivision, will obtain a clearance at Shops Yard bearing notation "Shawano Subdivision" and will not require an initial clearance at Neenah.
- Neenah** Westward Shawano Subdivision trains enroute to the Neenah Subdivision will obtain a clearance at Shawano bearing notation "Neenah Subdivision" and will not require an initial clearance at Neenah.

93. YARD LIMITS

West MP	East MP
160.11 Shops Yard	157.14
188.25 Neenah	182.84
Neenah (Shawano Sub)	360.21
Neenah (Manitowoc Sub)	0.79
250.14 Stevens Point	246.19

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
#Oshkosh-MP 173.4	WSOR	Interlocked
#Oshkosh-MP 173.7	C&NW	Interlocked
Tower CF-MP 176.6	C&NW	Signals & Gates

#Note: Controlled from tower on bridge.

98. DRAW BRIDGES

- Fox River Oshkosh-MP 173.56 Interlocked
- Wolf River at Gills Landing-MP 209.95 Locked

103(B). NEENAH

Trains (over 10 cars) are not to cross Lake or Main Streets between 7:40 AM and 8:00 AM, except Saturdays, Sundays and Holidays. Trains or yard engines with less than 10 cars may cross these streets between these times, providing they do not block the streets for longer than one minute. Good judgment must be used in order that several movements will not be made over these streets within short intervals of time.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

- Neenah-East & West Wye Lined for Siding
- Neenah-Wye toward Menasha East leg of Wye

104. The following main track switches may be left lined and locked in either the normal or reverse position:

- Shops Yard**—Highline switch located just east of the yard office.
- Stevens Point**—Switch at east end of the "B" yard, located near the Plover River Bridge.
- Switches to crossovers, located in front of yard office.

268. EXCEPTION TO S.I. 268

At Neenah, before using the controlled siding, trains or engines must obtain authority from the control operator.

268(A). HAND THROW SWITCHES IN CTC LIMITS:

Within CTC limits where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand throw switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

269. When the interlocking absolute signal displays STOP per Rule 240A at:

- Oshkosh drawbridge—MP 173.56

comply with other interlocking rules, and if a more favorable signal indication is not received, proceed at restricted speed until entire train has passed the next signal.

Rule 269 does not apply at the above interlocking absolute signals.

Report of delay must be made to control operator at the first opportunity.

269. When the fixed signal operated in conjunction with gate displays "Stop" per Rule 240A at:

C&NW crossing at MP 176.6—Oshkosh (Tower CF)

comply with Rule 98(A), and if a more favorable signal indication is not received, proceed at restricted speed until entire train has passed the next signal. Rule 269 does not apply.

Report of delay must be made to control operator at the first opportunity.

275. LOCATION OF DUAL CONTROL SWITCHES

Shops Yard	East Switch of Yard Lead
Shops Yard	West Switch of Yard Lead
Oshkosh	Both Ends of Siding
Winnebago	Both Ends of Siding
Neenah	Both Ends of Siding
Anton	Both Ends of Siding
Weyauwega	Both Ends of Siding
Nelsons	Both Ends of Siding
Stevens Point	East Switch of A-1 Track
Stevens Point	East Switch of A-2 Track
Stevens Point	West Switch of South 1 Track

280. LOCATION OF ELECTRIC LOCKS

Neenah Subdivision

Van Dyne	Both Ends of Siding
Winnebago (MP 177.7)	West End of Spur
Neenah	Dixie Spur
Neenah (MP 189.7)	Warehouse Specialists Spur
Waupaca	Both Ends of Siding
Custer	Both Ends of House Track
Custer	Mengels Gravel Pit Spur
Stockton	Both Ends of Siding

608. MANUAL INTERLOCKINGS AT WHICH CONTROL OPERATOR NOT ON DUTY CONTINUOUSLY

Location	Specified Route When Control Operator Off Duty
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- Oshkosh—drawbridge Soo Line
(Includes WSOR crossing and CNW crossing — Controlled from tower on bridge.)

804(C). At Oshkosh: All trains—After leaving yard limits at Oshkosh and speed of train has been increased, engineer will make a brake application and conductor must advise engineer if caboose air pressure decreased. Engineer and conductor must communicate prior to the application. In the event the caboose does not get an air reduction, train must be stopped and train checked for closed angle cocks.

WEIGHT RESTRICTIONS

Stevens Point—Plover Branch Line—Gross weight—263,000 lbs. unless special permission obtained from GB&W Railroad.

TRAIN DEFECT DETECTORS

Location	Type	Read Out
MP 216.48 between Weyauwega & Waupaca	Hot Box	Recorder in Dispatchers Office

8 MARSHFIELD SUB

MARSHFIELD SUB

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From CF Yard	Rule 6(A)	EASTWARD ↑
	249.2	0224	Yard	STEVENS POINT 4.2	103.0	BCFIKPQ RTWYZ	
	253.4	0219	3770	ROCKY RUN 6.7	98.8	P	
	260.1	0213	▶6180	JUNCTION CITY 4.6	92.0	A	
	264.7	0208		MILLADORE 2.9	87.6	P	
	267.6	0205		*SHERRY 4.7	84.5	PQ	
	272.3	0201	▶6170	AUBURNDALE 4.7	79.7	P	
	277.0	0196		*HEWITT 3.9	75.1	P	
	280.9	0192	▶14475	MARSHFIELD (Jct. Nekoosa Sub) 8.5	71.2	BJKOP QRTWY	
	289.4	0183	▶6390	SPENCER (Jct. Ashland Sub) 7.6	62.7	JPT	
	297.0	0176	3850	RIPLINGER 5.1	55.1	P	
	302.1	0170		*ATWOOD 6.4	50.0	P	
	308.5	0158	▶5258	OWEN (Jct. Superior Sub) 1.9	43.6	JPQ	
	310.5	0156		*WITHEE 10.0	41.7	P	
	320.5	0146	▶6033	THORP 6.7	31.7	P	
	327.2	0139	3704	STANLEY 5.4	25.0	P	
	332.6	0134		BOYD 6.1	19.6	P	
	338.7	0128	▶6281	CADOTT 5.7	13.5	P	
	344.4	0122		BATEMAN 7.8	7.8	P	
	352.2	0114	Yard	C.F. YARD	0.0	ABCFJKP QRTWYZ	

▶ Controlled Siding

Radio Channels

Channel 3 Road
Channel 2 Stevens Point and Marshfield

*Spur Switch At
Hewitt West End Withee West End
Sherry West End Atwood East End

CTC and ABS are in service between west switch Stevens Point and east switch C.F. Yard.

SPEED RESTRICTIONS

MPH

MAXIMUM SPEED	40
Stevens Point—Between yard limit sign at east end of Stevens Point Yard and West Clark Street until engine passes through these limits	20
Stevens Point—Over Water Street crossing until crossing occupied	12
MP 250.38 Stevens Point—Over Wheel Checker and Dragging Equipment Detector	25
Stevens Point—Plover Branch	10
Marshfield—Between siding switches until engine passes through these limits	20
MP 308.7—Owen, Junction switch	30
C.F. Yard—Between Chippewa Springs Company track and West Switch at the west end of C.F. Yard until engine passes through these limits	20

83(A). TRAIN REGISTER EXCEPTIONS

Marshfield—Only trains originating or terminating will register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Spencer Rule 83(B) does not apply.
Owen Rule 83(B) does not apply.

93. YARD LIMITS

West MP	East MP
250.14 Stevens Point	246.19
282.24 Marshfield	278.18
Marshfield (Nekoosa Sub)	3.74
354.18 C.F. Yard	349.88

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
*Stevens Point-MP 249.53	GB&W	Interlocked
Junction City-MP 260.05	CMStP&P	Auto. Interlocked
C.F. Yard-MP 350.19	C&NW	Auto. Interlocked

*Controlled by dispatcher at Stevens Point.

103. MOVEMENTS OVER PUBLIC CROSSINGS

At Marshfield—By order of the Public Service Commission: "The Soo Line Railroad Company shall provide train crew flagman protection for all train movements across the intersection of 14th Street with tracks of the railroad at grade in the City of Marshfield." This is the yard track (M&T Line) leading to the waterworks.

At C.F. Yard — All movements must stop and cross under flag protection at the following locations:

Main Street crossing at foot of bridge located on spur track serving downtown industries.

Spur tracks crossing River Street serving Zutter's and Packerland.

104. The following main track switches may be left lined and locked in either the normal or reverse position:

Stevens Point—Switch at east end of the "B" yard, located near the Plover River Bridge.

Switches to crossovers, located in front of yard office.

104(G). Do not operate engine over Northern Wisconsin Colony and Training School track scale at Chippewa Falls (Home Park), Wisconsin.

221. TRAIN ORDER SIGNALS

Marshfield—Train order signal applies to westward trains enroute to the Superior and Ashland Subdivisions only.

244. **Owen**—At the west end of Owen, the absolute signal adjacent to the siding governs westward movement from the siding to the main track. It does not govern straight-away movement down No. 1 track.

268(A). HAND THROW SWITCHES IN CTC LIMITS:

Within CTC limits where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand throw switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

269. When the interlocking absolute signal displays STOP per Rule 240A at:

C&NW crossing at C.F. Yard—MP 350.19

comply with Rule 613, and if a more favorable signal indication is not received, proceed at restricted speed until entire train has passed the next signal.

Rule 269 does not apply at the above interlocking absolute signals.

Report of delay must be made to control operator at the first opportunity.

MARSHFIELD SUB

275. LOCATION OF DUAL CONTROL SWITCHES

Stevens Point	.....	East Switch of A-1 Track
Stevens Point	.....	East Switch of A-2 Track
Stevens Point	.....	West Switch of South 1 Track
Junction City	.....	Both Ends of Siding
Auburndale	.....	Both Ends of Siding
Marshfield	.....	Both Ends of Siding
Spencer	.....	Both Ends of Siding
Spencer	.....	Ashland Sub Jct Switch
Owen	.....	Both Ends of Siding
Owen	.....	Superior Sub Jct Switch
Thorp	.....	Both Ends of Siding
Cadott	.....	Both Ends of Siding
C.F. Yard	.....	East Switch of Yard

280. LOCATION OF ELECTRIC LOCKS

Marshfield Subdivision

Spencer	.....	East End of Old Ashland Main
Spencer	.....	West End of West Leg of Wye
Riplinger	.....	Both Ends of Siding
Owen	.....	Both Ends of House Track
Owen	.....	East End of Crossover to Superior Main Track
Owen	.....	West Leg of Wye
Thorp	.....	Foremost Track
Stanley	.....	Both Ends of Siding

WEIGHT RESTRICTIONS

Stevens Point—Plover Branch Line—Gross weight—263,000 lbs. unless special permission obtained from GB&W Railroad.

TRAIN DEFECT DETECTORS

Location	Type	Read Out
MP 250.38 Stevens Point	Wheel Checker Drag. Equip.	Monitor Display Board
MP 277.00 Hewitt	Hot Box	Recorder in Dispatchers Office
MP 303.55 Atwood	Hot Box	Monitor Display Board

NEKOOSA SUB

9

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Rule 6(A)	EASTWARD ↑
	32.6	0833	Yard	NEKOOSA 2.8	Y	
	29.8	0830	Yard	PORT EDWARDS 4.9	TY	
	24.9	0826	Yard	WIS. RAPIDS 0.6	MOUY	
	24.3	0824		WESTRAP 7.6	Y	
	16.17	0816		VESPER 5.17		
	11.0	0811		ARPIN -11.0		
	0.0	0192	Yard	MARSHFIELD	BJKO PQRTWY	

Radio Channels

Channel 3 Road
Channel 1 Wisc. Rapids - Nekoosa area

Between Westrap and Nekoosa trains and engines will operate in accordance with provisions of Rule 93.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	25
MP 0.0 — MP 10.1	10
MP 24 — MP 32.6	10

93. YARD LIMITS

West MP	East MP
Marshfield	3.74
22.89 Wisconsin Rapids-Nekoosa	32.60

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
*400 ft. East of Wis. Rapids Sta.- MP 24.9	GB&W	Gate
*1/3 mi. East of Wis. Rapids Sta.- MP 25.2	CMStP&P	Gate
Port Edwards-MP 29.89	CMStP&P	Stop Signs
Nekoosa-MP 32.5	CMStP&P	Stop Signs

*Gate may be left lined for either route.

103. MOVEMENTS OVER PUBLIC CROSSINGS

At Marshfield—By order of the Public Service Commission: "The Soo Line Railroad Company shall provide train crew flagman protection for all train movements across the intersection of 14th Street with tracks of the railroad at grade in the City of Marshfield." This is the yard track (M&T Line) leading to the waterworks.

221. TRAIN ORDER SIGNALS

Wisconsin Rapids—The train order signal located near the Milwaukee Road depot at Wisconsin Rapids governs Milwaukee Road trains only.

JOINT TRACKS WITH C&NW RY.

Wisconsin Rapids-Nekoosa—Between connection just west of Hooker St., Wisconsin Rapids and connection located about one-half mile east of MP 31 just west of Nekoosa.

Westrap — C&NW operates between Westrap and industry spur 800 feet west of Westrap.

10 EAU CLAIRE SUB

WESTWARD	Milepost Location	Station Numbers	STATIONS	Rule 6(A)	EASTWARD
		0114	C.F. YARD 5.54	BCFJKPQ RTWYZ	
	356.0	0605	LAKE HALLIE 5.7		
	361.7	0611	EAU CLAIRE	IY	

Radio Channel 3

SPEED RESTRICTIONS		MPH
MAXIMUM SPEED		25
MP 353.65—C&NW Crossing		20
MP 361—C&NW crossing at Eau Claire, between absolute signals		20

93. YARD LIMITS

West MP	East MP
351.53 C.F. Yard	Jct. Sw.
358.75 Eau Claire	361.71

98. RAILROAD GRADE CROSSINGS

Note: †Non-operating approach signals.

Location	Railroad	Signals
†Between C.F. Yard and Lake Hallie— MP 353.65	C&NW	Auto. Interlocked
†Eau Claire-MP 361.0	C&NW	Interlocked

608. MANUAL INTERLOCKINGS AT WHICH CONTROL OPERATOR NOT ON DUTY CONTINUOUSLY

Location	Specified Route When Control Operator Off Duty
Eau Claire	C&NW

SUPERIOR SUB

WESTWARD	Milepost Location	Station Numbers	Distance From Owen	Siding Length	STATIONS	Rule 6(A)	EASTWARD
	308.5	0158	0.0	Yard	OWEN 11.9	JPQY	
	320.4	3312	11.8		LUBLIN 7.8	P	
	328.2	3320	19.6	4026	GILMAN 12.1		
	340.3	3332	31.7		SHELDON 6.6	P	
	346.9	3338	38.3		*CONRATH 6.4	P	
	353.3	1130	44.7	Yard	LADYSMITH 10.4	BCKPQ RTUWY	
	363.7	3355	55.4		MURRY 5.4	P	
	369.1	3360	60.5		EXELAND 1.8		
	370.9	3362	62.3	4025	WEIRGOR 6.2	P	
	377.1	3368	68.5		LEMINGTON 12.3	P	
	389.4	3381	80.8	3707	STONE LAKE 13.2	PQ	
	402.6	3394	94.0	2812	STANBERY 10.0	P	
	412.6	3404	104.0	4132	CHITTAMO 8.3	P	
	420.9	3412	112.3	4459	GORDON 8.2	P	
	429.1	3420	120.5		SOLON SPRINGS 11.6	PQ	
	440.7	3432	132.1	3394	HILLCREST 14.1	P	
	454.8	3446	146.2		AMBRIDGE (Jct. DMIR) 3.5	AJP	
	458.3	2102	149.7	Yard	STINSON YARD	ABCFIJK PQRTUWYZ	

*Spur-Switch at east end.

Radio Channels

Channel 3 Road
Channel 2 Stinson Yard

DWP operates over Soo Line between Ambridge and Stinson Yard.
Main Track ends at Western Division junction switch, MP 457.58.
Rule 105 applies between MP 457.58 and MP 458.3.

Signal No. 309.8 governing the approach to the absolute CTC signal at Owen is a non-operating approach signal.

SPEED RESTRICTIONS		MPH
MAXIMUM SPEED		40
Trains handling pulpwood when pulpwood is above sides of car:		
Between Stinson Yard and MP 388.25 between Stinson Yard and Lemington		30
Between MP 341.9 and Owen, between Conrath and Owen		30
MP 353.3—Ladysmith—crossing highway No. 8 until crossing is occupied		12
MP 357.5—Trains handling pulpwood over Bridge K-357.50 between Ladysmith and Murry		*20
MP 363.1—Trains handling pulpwood over Bridge K-363.06 between Ladysmith and Murry		*20
MP 440—MP 457 between Solon Springs and Stinson Yard		30

*The Speed Zone Signs at these locations apply only to trains handling pulpwood.

14. EXCEPTION TO NOTE

At Owen, the green flag will be placed 50 car lengths beyond the extreme west switch on the Superior Subdivision instead of just beyond the clearance point.

15. ENGINE WHISTLE SIGNALS

Within the City Limits of Superior the whistle shall not be blown except as a warning of imminent and immediate danger to life or property.

SUPERIOR SUB

83(A). TRAIN REGISTER EXCEPTIONS

Ladysmith—All trains except those originating or terminating may register by register ticket when operator on duty.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Owen Rule 83(B) does not apply.

Ladysmith * All trains must obtain clearance.

93. YARD LIMITS

West MP	East MP
457.58 Stinson Yard	454.82
276.57 Stinson Yard (Western Divn. Brooten Sub)	281.66
355.47 Ladysmith (Superior Sub)	351.75
126.27 Ladysmith (Bradley Sub)	132.09
310.15 Owen	308.69

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
Ladysmith-MP 353.08	Bradley Sub	Stop Signs
Ambridge-MP 454.64	DM&IR	Auto. Interlocked
MP 457.44 Stinson Yard	BN	Stop Signs
MP 457.52 Stinson Yard (Ramp Track)	SOO	Gate
Superior, 28th St.-MP 459.24	SOO	Gate

Gate may be left lined for either route.

98(A). At Ladysmith trains and engines need not stop at railroad crossing stop sign if hand proceed signal is received from an employee of the company who must be standing at the crossing. An understanding must first be reached with the employee who is to give hand proceed signal that he will protect the crossing against any conflicting movements.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Stinson Yard, jct. switch Stinson Ave. Western Division
Ambridge Soo Line

ENGINE RESTRICTIONS

At Ambridge — Engines must not go beyond Stop-board located 2,755 ft. from switch of track leading to treating plant at Ambridge.

TRAIN DEFECT DETECTORS

Location	Type	Read Out
MP 336.00 between Gilman and Sheldon	Hot Box Drag. Equip. Hot Wheel	Monitor Display Board
MP 424.00 between Gordon and Solon Springs	Hot Box	Monitor Display Board
MP 281.85 Stinson Yard (Western Divn)	Wheel Checker Drag. Equip.	Monitor Display Board

BRADLEY SUB

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WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From Ladysmith	Rule 6(A)	EASTWARD ↑
	216.8	1217	Yard	RHINELANDER 8.0	87.0	BFKOPQ RTWYZ	
	208.8	1209		WOODBORO 9.1	79.0		
	199.7	1200		HEAFFORD JCT. 2.1	69.9	O	
	197.6	1198	Yard	BRADLEY 11.6	67.8	Y	
	186.0	1186		TRIPOLI 6.9	56.2		
	179.1	1179	2725	BRANTWOOD 8.4	49.3		
	170.7	1171	Yard	PRENTICE 12.0	40.9	OPQTUWY	
	158.7	1159		CATAWBA 2.9	28.9		
	155.8	1156		KENNAN 6.5	26.0		
	149.3	1149		HAWKINS 4.6	19.5		
	144.7	1145		INGRAM 4.1	14.9		
	140.6	1141		GLEN FLORA 4.9	10.8		
	135.7	1136		TONY 5.9	5.9		
	129.8	1130	Yard	LADYSMITH	0.0	BCKPQR TUWYZ	

Radio Channel 3

SPEED RESTRICTIONS

	MPH
MAXIMUM SPEED	40
MP 149.6 to MP 161.7—Between Hawkins and 3 miles east of Catawba	35
MP 170.7—Over old highway No. 13 crossing at Prentice until the crossing is occupied	6

93. YARD LIMITS

West MP	East MP
214.70 Rhinelander	219.28
196.78 Bradley	198.08
346.39 Prentice (Ashland Sub)	344.39
169.22 Prentice (Bradley Sub)	171.78
355.47 Ladysmith (Superior Sub)	351.75
126.27 Ladysmith (Bradley Sub)	132.09

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
Ladysmith-MP 129.7	Superior Sub	Stop Signs
Prentice-MP 170.6	Ashland Sub	Stop Signs

98(A). At Ladysmith and Prentice trains and engines need not stop at railroad crossing stop sign if hand proceed signal is received from an employee of the company who must be standing at the crossing. An understanding must first be reached with the employee who is to give hand proceed signal that he will protect the crossing against any conflicting movements.

103. MOVEMENTS OVER PUBLIC CROSSINGS

At Rhinelander—All movements over Phillip Street crossing on track serving Rhinelander Paper Company must be protected by a member of the crew on the ground at the crossing until front of movement has passed over the crossing.

At Ladysmith—Pope & Talbot track crossing 9th St. must be flagged until crossing is occupied.

104. The following main track switches may be left lined and locked in either the normal or reverse position:

Rhinelander—East and west lead switches.

WESTWARD ↓

Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From Ashland	Rule 6(A)
289.8	0183	Yard	SPENCER 6.8	145.8	JPTY
296.6	3007		UNITY 3.9	139.0	
300.5	3011		COLBY 2.5	135.1	
303.0	3013	2197	ABBOTSFORD 4.0	132.6	PT
307.0	3017		DORCHESTER 5.1	128.6	
312.1	3022		STETSONVILLE 4.5	123.5	
316.6	3027	2656	MEDFORD 6.8	118.8	OP
323.1	3033		WHITTLESEY 4.9	112.3	
328.0	3038	2961	CHELSEA 4.3	107.6	
332.3	3042		WESTBORO 6.3	103.3	
338.6	3049		OGEMA 7.0	97.0	
345.6	1171	Yard	PRENTICE 4.1	90.0	OPQTUWY
349.7	3060		WORCESTER 8.2	85.6	
357.9	3068		PHILLIPS 4.9	77.5	
362.8	3073		LUGER 4.9	72.5	
367.7	3077		COOLIDGE PIT 4.0	67.9	
371.7	3082		FIFIELD 4.3	63.9	
376.0	3086	Yard	PARK FALLS 5.8	59.4	BCKP RTWY
381.8	3092		BUTTERNUT 9.8	53.6	
391.6	3102		GLIDDEN 6.8	43.6	
398.4	3109		MORSE 3.4	37.2	
401.8	3112		CAYUGA 8.2	33.7	
410.0	3120	Yard	MELLEN (Jct. Bessemer Sub) 7.3	25.4	JPRT
417.3	3128		HIGH BRIDGE 5.0	18.1	P
422.3	3133		MARENGO 1.8	13.0	
424.1	3134		MARENGO JCT. (Jct. White Pine Sub) 0.9	11.5	JPRT
425.0	3135		AGNEW 5.4	10.4	
430.4	3140		WHITE RIVER 5.0	5.0	
435.4	3146	Yard	ASHLAND	0.0	BFKOP RTWYZ

↑ EASTWARD

SPEED RESTRICTIONS

MPH

MP 398.5 to 406—Around curves between Morse and first curve west of MP 406	25
MP 406 to 410.2—Between 4.1 mi. west of Cayuga and Mellen	35
MP 409.8—Mellen, over Main St., east of station until crossing is occupied	5
MP 410.2 to 415.3—Around curves between Mellen and High Bridge	25
MP 422—Around first curve east of Marengo	30
MP 435.6—Ashland, between 7th Ave. east and depot	10
Ashland—Over both U.S. Highway No. 2 (Front St.) crossings on the Bay front tracks at Ashland	10

83(A). TRAIN REGISTER EXCEPTIONS

Marengo Jct.—Only when directed by train order to register.

Mellen—Only when directed by train order to register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Spencer Rule 83(B) does not apply.

Park Falls All trains must obtain clearance.

93. YARD LIMITS

West MP	East MP
290.86 Spencer	289.73
346.39 Prentice (Ashland Sub)	344.39
169.22 Prentice (Bradley Sub)	171.78
376.44 Park Falls	374.69
435.48 Ashland	432.81

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
Prentice-MP 345.2	Bradley Sub	Stop Signs

98(A). At Prentice trains and engines need not stop at railroad crossing stop sign if hand proceed signal is received from an employee of the company who must be standing at the crossing. An understanding must first be reached with the employee who is to give hand proceed signal that he will protect the crossing against any conflicting movements.

103. MOVEMENT OVER PUBLIC CROSSINGS

At Abbotsford—Cedar Street on Wye and First Street crossing on Old Athens Line — Stop and cross under flag protection.

At Ashland—When switching movements are made over the two north tracks crossing Ellis Avenue in the Soo Line Ashland Yard, a railroad employee must provide flag protection immediately prior to the rail movement over the crossing.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Mellen	Ashland Sub
Marengo Jct.	Ashland Sub

104. The following main track switches may be left lined and locked in either the normal or reverse position:

Park Falls—East and west lead switches.

ENGINE RESTRICTIONS

At Abbotsford — Only one diesel unit may be operated on tracks serving the Milling Company. If more than one unit, hold on to sufficient cars so switching can be accomplished without having engine on curve.

Engines must not go across line unloading pit on west end of wye.

Radio Channel 3

Signal No. 291.0 governing the approach to the absolute CTC signal at Spencer is a non-operating approach signal.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
Spencer—MP 318	25
MP 300.82 to MP 299.76—Through Colby, eastward trains	10
MP 322.0 to 345.6—Between Medford and Prentice	25
MP 350.1—Around first curve west of Worcester	35
Trains handling pulpwood when pulpwood is above sides of car:	
MP 376 to MP 410—Between Park Falls and Mellen	30
MP 391.8—Glidden, over highway 100 ft. east of station until crossing is occupied	10
MP 392.0—Around first curve west of Glidden	30

SOO SUB

SOO SUB

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WESTWARD

EASTWARD

Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From Gladstone	Rule 6(A)
493.3	1494	Yard	SOO YARD	150.6	BFKOPR TWY
483.2	1483		10.1 DAFTER	140.5	
475.6	1476	1690	7.6 KINROSS	132.9	
470.5	1471	3560	5.1 RUDYARD	127.8	
466.7	1467		3.8 DRYBURG	124.0	
459.1	1459		7.6 DICK	116.4	
449.7	1450	Yard	9.4 TROUT LAKE	107.0	BKOP RTUWY
441.5	1442		8.2 CAFFEY	98.8	
439.0	1439		2.5 REXTON	96.3	
435.7	1436		3.3 GARNET	93.0	
431.5	1432	4059	4.2 GILCHRIST	88.8	
422.0	1422		9.5 ENGADINE	79.3	
419.4	1419	3069	2.6 SWIFT	76.7	
415.9	1416		3.5 GOULD CITY	73.2	
406.2	1406		9.7 INLAND	63.5	
404.1	1405	3353	2.1 BLANEY	61.4	
398.5	1399		5.6 GULLIVER	55.8	
387.4	1388	2705	11.1 CHERRY VALLEY	44.7	Y
386.7	1387	2729	0.7 MANISTIQUE	44.0	OPTY
375.0	1375		11.7 COOKS	32.3	
366.8	1367	3517	8.2 ISABELLA	24.1	
362.2	1362		4.6 NAHMA	19.5	
354.3	1355		7.9 ENSIGN	11.6	
348.8	1349		5.5 RAPID RIVER	6.1	
342.7	1343	Yard	6.1 GLADSTONE	0.0	BCFKPQ RTWYZ

Radio Channels

Channel 1 Road
Channel 2 Gladstone

SPEED RESTRICTIONS

MPH

MAXIMUM SPEED 40

Soo Yard—Over 4th Ave., 11th Ave. and 20th St. —
First, second and third crossings east of west yard
limit sign until last crossing is occupied 12

Soo Yard—Over bridge between Sault Ste. Marie,
Michigan, and Sault Ste. Marie, Ontario 10

No train operation will be permitted when winds
exceed 50 MPH.

Kinross—Track into Kincheloe Industrial Park 10

MP 449.67—Over railroad crossing Trout Lake 20

15. ENGINE WHISTLE SIGNALS

At the following locations Enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

Soo, Ontario, Canada

83(A). TRAIN REGISTER EXCEPTIONS

Trout Lake—Only trains originating or terminating will register.

93. YARD LIMITS

West MP

East MP

491.17	Soo Yard	..... (Int'l. Bridge)	494.11
447.58	Trout Lake (Soo Sub)	.....	450.88
28.64	Trout Lake (Newberry Sub)	.....	26.15
384.98	Manistique	.....	388.33
338.78	Gladstone	.....	345.01

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
Trout Lake-MP 449.67	... Newberry Sub	Stop Signs

103. MOVEMENTS OVER PUBLIC CROSSINGS

At Kinross—Account rust build up on rails, all trains must provide flag protection before moving train over U.S. Highway No. 2 crossing at Kinross unless it is known that crossing signals are activated and operating properly.

At Trout Lake—All movements of trains, locomotives or cars over Highway 123 crossing at grade on the Southeast Wye Track must be protected by a member of the crew on the ground at the crossing.

At Manistique—Before crossing Highway 2 between Beaver and Elk Street intersections, while operating on the tracks of the Manistique Pulp & Paper Company, it will be necessary that an employee be on the highway flagging before making a railroad move over the highway. The flagman will use a lighted red fusee for the movement over the crossing and additional fusees (on road shoulders not less than 200 feet from crossing) whenever visibility is diminished by inclement weather (fog, snow or rain storm). Ground man must maintain continuous visual contact between themselves and engine employee or employees while operating over the crossing.

104. The following main track switches may be left lined and locked in either the normal or reverse position:

Soo Yard—West lead switch.

Gladstone—East and west lead switches.

WEIGHT RESTRICTIONS

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

Cars 37 ft. and longer in strings, gross weight—177,000 lbs.

Cars 37 ft. and longer single, gross weight—212,000 lbs. preceded and followed by one car having gross weight not exceeding 177,000 lbs.

Cars 37 ft. and longer single, gross weight—241,000 lbs. preceded and followed by an idler having gross weight not exceeding 52,000 lbs.

Diesel units:

a) One diesel unit of 243,000 to 247,000 lbs. gross weight followed by two (2) standard freight cars of 142,000 lbs. gross weight or less, and by two (2) standard freight cars of 177,000 lbs. gross weight or less.

OR

b) One diesel unit of 243,000 to 247,000 lbs. gross weight followed by one diesel unit of 235,000 lbs. gross weight or less, followed by three (3) cars of 142,000 lbs. gross weight or less.

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PEMBINE SUB

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Rule 6(A)	↑ EASTWARD
	342.7	1343	Yard	GLADSTONE 3.3	BCFKPQR TWYZ	
	339.4	1340		LARCH 1.5	Y	
	337.9	1338	3067	NORTH ESCANABA 12.8		
	325.1	1325		EUSTIS 14.4		
	310.7	1311	2396	HERMANVILLE 4.2	U	
	306.5	1306	4776	MALACCA 8.0		
	298.5	1298		KREMLIN 9.0		
	289.5	1290	4173	PEMBINE 9.9	OPUY	
	279.6	1280		DUNBAR 0.8		
	278.8	1279	4165	CORBETT 8.5		
	270.3	1270		GOODMAN 4.7		
	265.6	1266		ARMSTRONG CREEK 9.3		
	256.3	1256	2678	CAVOUR 2.6		
	253.7	1254		N.B.N.R. JCT. 0.7	M	
	253.0	1253		LAONA JCT. 9.0		
	244.0	1244	Yard	ARGONNE (Jct. Shawano Sub) 7.4	BJKOPRTY	
	236.6	1237		ATKINS 9.4		
	227.2	1227		STARKS 10.4		
	216.8	1217	Yard	RHINELANDER	BFKOP QRTWYZ	

Radio Channels

Channel 1 Road
Channel 2 Gladstone

AT PEMBINE:

A large thermometer has been placed on the Train Order signal mast just above the reflectorized "C" sign.

AT HERMANVILLE:

A large thermometer has been placed on the east side of the section car house.

Trains must ascertain the temperature before departing and be governed accordingly in regards to temperature governing speed restrictions.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
MP 253.7—N.B.N.R. Jct. between absolute signals .	25
Rhineland—Highway "W" road crossing 400 ft. west of MP 218	20

83(A). TRAIN REGISTER EXCEPTIONS

Argonne—May register by register ticket when operator on duty.

PEMBINE SUB

93. YARD LIMITS

West MP		East MP
338.78	Gladstone	345.01
287.98	Pembine	291.17
241.15	Argonne	245.39
243.51	Argonne (Shawano Sub)	
214.70	Rhineland	219.28

98. RAILROAD GRADE CROSSINGS

Note: ††Operating approach signals that do not indicate condition of track between approach signal and interlocking signal.

Location	Railroad	Signals
Hermansville-MP 310.8	C&NW	Stop Signs
Pembine-MP 289.46	E&LS	Stop Signs
††N.B.N.R. Jct.-MP 253.7	NBNR	Signals & Gates

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Argonne East Wye	Shawano Sub
Argonne West Wye	Pembine Sub
Argonne South Wye (on Shawano Sub)	East leg of Wye

104. The following main track switches may be left lined and locked in either the normal or reverse position:

Gladstone—East and west lead switches.
East and west extension switches.

Rhineland—East and west lead switches.

104(G). Do not operate engine over scale on east end of loading track at "GAF" Plant Kremlin.

104(H). SPRING SWITCH LOCATIONS

Each is facing point locked.

Malacca	West end siding
Corbett	West end siding

TRAIN DEFECT DETECTORS

Location	Type	Read Out
MP 341.86 Gladstone	Wheel Checker Drag. Equip.	Monitor Display Board

SHAWANO SUB

WESTWARD

Milepost Location	Station Numbers	Siding Length	STATIONS	Rule 6(A)
241.1	1244	Yard	ARGONNE 7.9	BJKOP RTY
249.0	1506		CRANDON 10.9	
259.9	1517		WOODLAWN 9.4	
269.3	1527		LILY 13.5	
282.8	1540		WHITE LAKE 14.0	
296.8	1554		NEOPIT 9.8	
306.6	1564		GRESHAM 6.0	
312.6	1570		THORNTON 5.0	
317.6	1575	Yard	SHAWANO 13.7	BKM OPRWYZ
331.3	1589	3168	NAVARINO 3.5	
334.8	1592		NICHOLS 6.3	
341.1	1598	2122	BLACK CREEK 5.1	AY
346.2	1604		CENTER VALLEY 9.6	
355.8	1614	Yard	APPLETON 6.4	PY
362.2	0287	Yard	NEENAH	BCFJKP QRTWY

EASTWARD

Radio Channels

Channel 1 Road
Channel 2 Neenah

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
MP 268.9 to MP 296.3—Between Lily and Neopit	25
Shawano—Over Green Bay and 5th Street crossings, east of depot until crossings are occupied	25
MP 341.04—GB&W crossing Black Creek between absolute signals	20
MP 355.2—Over Wisconsin Avenue at Appleton until crossing occupied	12
MP 356 to 356.75—Between Appleton and Neenah	20
MP 356.75 to MP 361.1—Between Appleton and Neenah	25

M. AT NEOPIT

Look out for close clearance on Track No. 4 (Planer Track) account fire hydrant located approximately three car lengths from switch on main track side. Fire hydrant is protected by posts painted yellow.

15. ENGINE WHISTLE SIGNALS

At the following locations Enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

Neenah

83(A). TRAIN REGISTER EXCEPTIONS

Neenah—Trains operating through between the Neenah and Shawano Subdivisions will register with the operator by radio.

Argonne—May register by register ticket when operator on duty.

SHAWANO SUB

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83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Neenah Westward Neenah Subdivision trains enroute to the Shawano Subdivision, will obtain a clearance at Shops Yard bearing notation "Shawano Sub" and will not require an initial clearance at Neenah.

Shawano Westward Shawano Subdivision trains enroute to the Neenah Subdivision will obtain a clearance at Shawano bearing notation "Neenah Sub" and will not require an initial clearance at Neenah.

Argonne Rule 83(B) does not apply if train order signal indicates proceed.

93. YARD LIMITS

West MP	East MP
243.51 Argonne	
241.15 Argonne (Pembine Sub)	245.39
320.00 Shawano	315.62
342.54 Black Creek	339.83
355.96 Appleton	353.80
Neenah	360.21

98. RAILROAD GRADE CROSSINGS

Note: †Non-operating approach signals.

Location	Railroad	Signals
Shawano-MP 318.1	C&NW	Auto. Signals & Gate
†Black Creek-MP 341.04	GB&W	Auto. Interlocked

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Argonne East Wye	Shawano Sub
Argonne West Wye	Pembine Sub
Argonne South Wye (on Shawano Sub)	East leg of Wye

16 MANITOWOC SUB

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Rule 6(A)	↑ EASTWARD
	44.2	3544	Yard		MANITOWOC		BKOPQR TWYZ
32.5	3533			VALDERS		
27.1	3527			COLLINS		
21.2	3521			POTTER		
17.2	3518			HILBERT JCT.	I	
16.8				ST. PAUL SWITCH (Jct. CMStP&P)	J	
BETWEEN ST. PAUL SWITCH AND MENASHA JCT. BE GOVERNED BY CMStP&P TIME TABLE AND RULES						
2.5				MENASHA JCT. (Jct. CMStP&P)	JY	
2.1	3502	Yard		MENASHA	AY	
0.0	0287	Yard		NEENAH	BCFKJ PQRTWY	

Radio Channels

Channel 1 Road
Channel 2 Neenah-Menasha

SPEED RESTRICTIONS MPH

MAXIMUM SPEED	25
MP 0.0 to 2.8—Over street crossings between south channel of Fox River and Menasha station ..	8
MP 1.2—Over draw bridge one mile west of Menasha, after stopping	8
MP 17.0—MP 22 between Hilbert Jct. and Collins ...	10
MP 30.5—Bridge, Valders	10
MP 32.16 and 32.3—Over first and second highway crossings west of Valders until crossings occupied	10
MP 35.5—MP 43 between Valders and Manitowoc ..	10
MP 43.61 and 43.83—Over draw bridges, H43D and H43E, Manitowoc, after stopping	10
MP 43.5—Spring Street Manitowoc main track and siding	10
Manitowoc—Yard tracks	10

15. ENGINE WHISTLE SIGNALS

At the following locations Enginemen will not sound whistle except when necessary to prevent damage to property or injury to persons:

Neenah and Menasha

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Neenah Eastward trains that are to enter CMStP&P track at Menasha Jct. must obtain CMStP&P clearance. They must also obtain a CMStP&P clearance at Menasha when the operator is on duty.

Manitowoc Westward trains that are to enter CMStP&P track at St. Paul Switch must obtain CMStP&P clearance at Manitowoc.

MANITOWOC SUB

93. YARD LIMITS

West MP	East MP
Neenah	0.79
0.79 Menasha	2.46
42.48 Manitowoc	43.05

98. RAILROAD GRADE CROSSINGS

Note: †Non-operating approach signals.

Location	Railroad	Signals
†Menasha-MP 1.15	C&NW	Auto. Interlocked
†Hilbert Jct.-MP 17.20	CMStP&P	Semi-Auto. Intrlk.

98. DRAW BRIDGES

Menasha-MP 1.2	Stop Signs
Manitowoc, Two Bridges-MP 43.61, 43.83	Stop Signs

103. MOVEMENT OVER PUBLIC CROSSINGS

At Menasha — Over Garfield Ave., stop and cross under flag protection.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Neenah-East & West Wye	Lined for Siding
Neenah-Wye toward Menasha	East leg of Wye
Menasha Jct.	CMStP&P
St. Paul Switch	CMStP&P

105. At MANITOWOC

Main track terminates at west end of Bridge H-43-A. This is the third river bridge west of the depot. All tracks east of Bridge H-43-A are considered yard tracks. Rule 105 applies.

613. At Menasha (CNW Railroad Crossing, Mile Post 1.15) — for movements to and from the CMStP&P connecting track (also known as CNW Transfer Lead) located within the interlocking limits, the following will apply: Eastward to CMStP&P — after passing the eastward absolute signal, subject to applicable interlocking rules, line the switch for movement and proceed.

Westward from CMStP&P — The absolute signal governing westward movements on the main track also applies to movements entering the main track from the CMStP&P connecting track.

If no conflicting movement is evident, line the switch for movement to the main track, then push button on westward absolute signal mast. Proceed when indication to proceed is received. If signal continues to display a stop indication, operate the time release at the railroad crossing in accordance with Rule 613. Switch must be lined and locked for the main track after movement is completed.

At Hilbert Jct. — Rule 613 must be complied with at the semi-automatic interlocking.

JOINT TRACKS WITH C&NW RY.

Manitowoc—Includes tracks serving Kurth Malting Co. Lead at west end to be kept clear, except during actual switching operations. Under adverse weather conditions flag protection must be provided.

NEWBERRY SUB

WESTWARD

Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From Marquette	Rule 6(A)
0.0	2643	Yard	ST. IGNACE 10.9	150.7	BKRT WYZ
10.9	2632		MORAN 16.6	139.8	
27.5	1450	Yard	TROUT LAKE 15.3	123.2	BKOPR TUWY
42.8			RACO JCT. 11.9	107.9	
46.6	2565		NEWBERRY 8.7	96.0	BRY
58.5	2553	2739	McMILLAN 12.3	87.3	
67.2	2545		SENEY 15.5	75.0	
79.5	2532		CREIGHTON 9.6	59.5	
95.0	2517		SHINGLETON 7.9	49.9	
104.6	2507		WETMORE 4.2	42.0	
112.5	2499		MUNISING JCT. 2.5	37.8	
116.7	2495		RIDGE 5.8	35.3	
119.2	2493		AU TRAIN 10.7	29.5	
125.0	2487		DEERTON 9.4	18.8	
135.7	2476		SIDING 145 9.4	9.4	
145.1	2467		MARQUETTE	0.0	BFKOQ RTWYZ
154.5	2457	Yard			

EASTWARD

NEWBERRY SUB 17

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
Trout Lake-MP 27.65	Soo Sub	Stop Signs

103. MOVEMENTS OVER PUBLIC CROSSINGS

At Marquette—Stop before crossing Highway 41, just south of Genesee St. on the spur track presently serving Peninsula Wines and Liquors. A flagman must provide protection to vehicular traffic with a red lighted fusee during hours of daylight as well as darkness.

At Wetmore—At Island Street crossing, located west end of siding, railroad cars or equipment shall not be left standing less than 300 feet from the crossing, except when a flagman for crossing protection is present. Crossing flag protection is mandatory for this crossing for all switching movements on either main track or siding track. Such flagging shall include the use of lighted red colored fusees during the hours from dusk to dawn and whenever weather conditions otherwise reduce visibility. This crossing must be protected when engine is leading or when cars are being shoved in switching operations.

At Forrest Center—Stop before crossing Highway M-28 and provide red lighted fusee protection to vehicular traffic until entire movement has been completed and then extinguish fusees. This protection is mandatory, whether engine is leading or shoving cars, and during daylight hours as well as during darkness.

ReflectORIZED signs have been placed on the premises of the Forest Products Division, Cleveland Cliffs Iron Company at Forrest Center. These two signs clearly state: "TRAINMEN FLAG ALL CROSSINGS."

In order to avoid crossing accidents on the mill property, these signs must be obeyed. Train crews must stop and flag all crossings with hand lanterns being used at night or when visibility is otherwise reduced. At the present time, there are four crossings where crews must stop and flag.

At Trout Lake—All movements of trains, locomotives or cars over Highway 123 crossing at grade on the Southeast Wye Track must be protected by a member of the crew on the ground at the crossing.

At St. Ignace—Truckey Street, all East bound trains and engines must stop and cross under flag protection.

103(C). McMILLAN

No railroad cars should be spotted on the siding west of the County Road crossing. No railroad cars should be spotted within 140 feet of the crossing on the spur track, located west of the County Road. No railroad cars should be spotted less than 200 feet east of the County Road crossing.

Radio Channel 1

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
Through City Limits of St. Ignace	12
MP 0.0 to MP 104 between St. Ignace and Shingleton	25
MP 27.65—Over railroad crossing Trout Lake	20
Newberry—Hospital Branch	10
MP 110 to MP 112.5 between Shingleton and Wetmore	25
Trains handling logs or peeled pulpwood on flat cars or racked flat cars	25
Trains handling unpeeled pulpwood on racked flat cars	30
Marquette—East City Limits to 5th Street	12

M. AT ST. IGNACE

Do not walk on either side of Corner Track No. 27 on the Ferry Approach, from the raising shack to the end of track, account holes in grade. Do not place loads beyond the raising shack on Track No. 27.

83(A). TRAIN REGISTER EXCEPTIONS

Trout Lake and Newberry—Only trains originating or terminating will register.

93. YARD LIMITS

West MP	East MP
156.50 Marquette	151.73
59.08 Newberry	57.30
447.58 Trout Lake (Soo Sub)	450.88
28.64 Trout Lake (Newberry Sub)	26.15
1.88 St. Ignace	0.00

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LANSE SUB

WESTWARD	Milepost Location	Station Numbers	Distance From Marquette	Siding Capacity	STATIONS	Rule 6(A)
		154.5	2457	0.0	Yard	MARQUETTE	BKFOQ RTWYZ
	162.0	2449	7.5		7.5 MORGAN	
	162.8		8.3		0.8 EAGLE MILLS	AY
	163.5		9.0		0.7 EAST WYE	JY
	164.5		10.0		1.0 WEST WYE	JY
	165.9	2445	11.4	►4052	1.4 NEGAUNEE	Y
	166.6		12.1		0.7 <i>LS&I JCT.</i>	JY
	170.06	2442	15.56	►5036	3.46 <i>ISHPEMING EAST</i>	Y
	170.42		16.15		0.59 <i>LANDING JCT.</i>	JY
	170.70	2442	16.61	►5036	0.46 <i>ISHPEMING WEST</i>	TY
	170.9		17.07		0.46 SOO JCT.	JY
	176.2		22.57		5.5 SIDING 176	
	178.9	2433	25.27		2.7 BLUEBERRY MINE	T
	185.7	2426	32.07		6.8 CHAMPION	
	193.2	2419	39.57		7.5 MICHIGAMME	
	198.0	2414	44.37		4.8 THREE LAKES	
	200.9				2.9	
	0.0	2411	47.27	Yard	NESTORIA	TYZ
	7.3	2707	54.57		7.3 SUMMIT	
	8.9	2709	56.17		1.6 HERMAN	
	17.0	2717	64.27	Yard	8.1 LANSE	RWY
	21.9	2722	69.17		4.9 BARAGA	

EASTWARD

► **Controlled Siding**

Radio Channel 1

NOTE: BETWEEN EAST WYE AND SOO JCT. BE GOVERNED BY LS&I TIMETABLE AND RULES (Portions shown in ITALICS are not a part of subdivision and are shown for information or clarity purposes only). Eastern Standard Time is in use on the LS&I.

CTC is in service between Soo Jct. and East Wye.

ABS is in service between Soo Jct. and Eagle Mills.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
MP 3.75 to MP 18—Between Nestoria and Lanse	25
Highway US 41 at Lanse on Celotex Track	7
MP 188.9 to MP 189—Around curve west of Dishneau	Reduced Speed
MP 180.7 to MP 182.8—Around curves between Blueberry Mine and Champion	30
Between Soo Jct. and one half mile west of Soo Jct.	12
Between East Wye and Soo Jct. be governed by LS&I timetable speed restrictions.	
MP 162.8—LS&I Crossing, Eagle Mills	20
MP 160.7 to MP 160.9—Around curve between Marquette and Morgan	35
Marquette—East City Limits to 5th Street	12
Marquette—Ore Dock and Approach	10

LANSE SUB

SPEED RESTRICTIONS	MPH
Trains handling logs or peeled pulpwood on flat cars or racked flat cars	25
Trains handling unpeeled pulpwood on racked flat cars	30

93. YARD LIMITS

West MP	East MP
17.87 Lanse	16.30
0.69 Nestoria (1.16 miles)	0.00
200.85 Nestoria	200.38
172.00 Soo Jct.	170.90
(Between Soo Jct. and East Wye be governed by LS&I timetable & rules.)	
163.50 East Wye-Eagle Mills	162.80
156.50 Marquette	151.73

98. RAILROAD GRADE CROSSINGS

Note: †Non-operating approach signals.

Location	Railroad	Signals
Humboldt-MP 182.9	LS&I	Auto. Interlocked
†Eagle Mills-MP 162.8	LS&I	Auto. Interlocked

103. MOVEMENTS OVER PUBLIC CROSSINGS

At Marquette—Stop before crossing Highway 41, just south of Genesee St. on the spur track presently serving Peninsula Wines and Liquors. A flagman must provide protection to vehicular traffic with a red lighted fusee during hours of daylight as well as darkness.

104. The following main track switches may be left lined and locked in either the normal or reverse position:

Lanse—Switch to Celotex Corp.

**MAXIMUM TRAIN SPEEDS DESCENDING GRADES
2% OR GREATER**

Freight trains having an average tonnage per car of 50 tons or less per effective brake:

Location	Pct. Grade	MPH
MP 160.5 to Marquette West Yd. Limit Board	2. to 2.67	20
Herman to Lanse East Yd. Limit Board	2.2 to 3.45	20

Freight trains having an average tonnage per car of 51 tons or greater per effective brake:

MP 160.5 to Marquette West Yd. Limit Board	2. to 2.67	15
Herman to Lanse East Yd. Limit Board	2.2 to 3.45	15

Diesel locomotives running light will not exceed speed of 15 M.P.H. descending the above designated grades.

BESSEMER SUB

WEST WARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From Mellen	Rule 6(A)	↑ EAST WARD
	443.2	3233	Yard	BESSEMER 2.3	33.3	T	
440.9	3231		SIEMENS 3.9	30.7			
437.0	3227	Yard	IRONWOOD 0.7	27.0	Z		
436.3	3226	Yard	HURLEY 1.7	26.1			
434.6	3224		GERMANIA 4.5	24.4			
430.1	3220	Yard	HOYT 1.7	19.9	T		
428.4	3218		IRON BELT 4.7	18.2			
423.7	3214		UPSON 3.0	13.5			
420.7	3211		ROUSE 3.7	10.5			
417.0	3207		TYLER FORKS 2.7	6.8			
414.3	3204		BALLOU 4.1	4.1			
410.2	3120	Yard	MELLEN 4.1	0.0	JPRT		

Radio Channels

Channel 3 Road

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
MP 430.1 to 443.5 — Between Hoyt and Bessemer ...	30
MP 436 to MP 437.8	20

M. AT BESSEMER

Commission Order — Account close clearance on both tracks at Ironwood Products Chip Loader, trainmen must not ride cars beyond the chip loader. Account close clearance at the plant siding at Ironwood Products, trainmen must work on the east side of track only.

83(A). TRAIN REGISTER EXCEPTIONS

Mellen—Only when directed by train order to register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Mellen—Rule 83(B) does not apply.

104. The following main track switches may be left lined and locked in either the normal or reverse position:

Bessemer— East and west switches, No. 2 track.

WHITE PINE SUB

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WEST WARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance From Marengo Jct.	Rule 6(A)	↑ EAST WARD
	14.0	2357	Yard	WHITE PINE 14.0	77.7	TY	
0.0	269.5	2342	BERGLAND 2.9	63.7	T		
272.4	2340		LAKE GOGEBIC 9.6	60.8			
282.0	2330		TULA 5.6	51.2			
287.6	2324		THOMASTON 11.6	45.6			
299.2	2313		*NORTH IRONWOOD 1.2	34.0			
300.4	2312		MONTREAL 11.7	32.8			
312.1	2300		SAXON 9.8	21.1			
321.9	2290		SEDGWICK 11.3	11.3			
333.2	3134		MARENGO JCT.	0.0	JPRT		

*Spur-Switch at east end

Radio Channel 3

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	25
MP 331.9 to MP 332.2—Around curve just East of Marengo Jct.	10
MP 325.51—Over Bad River Bridge	15
MP 323.92—Over Vaughn Creek Bridge	15
Between Bergland and White Pine	20
MP 0.43—Highway M-28 crossing, Bergland	10

83(A). TRAIN REGISTER EXCEPTIONS

Marengo Jct.—Only when directed by train order to register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Marengo Jct.—Rule 83(B) does not apply.

93. YARD LIMITS

West MP	East MP
13.78 White Pine	14.40

103. MOVEMENTS OVER PUBLIC CROSSINGS

At White Pine—Road crossing in White Pine yard must be protected by a member of the crew on the ground at the crossing for movements between 5:30 AM and 6:30 AM daily.

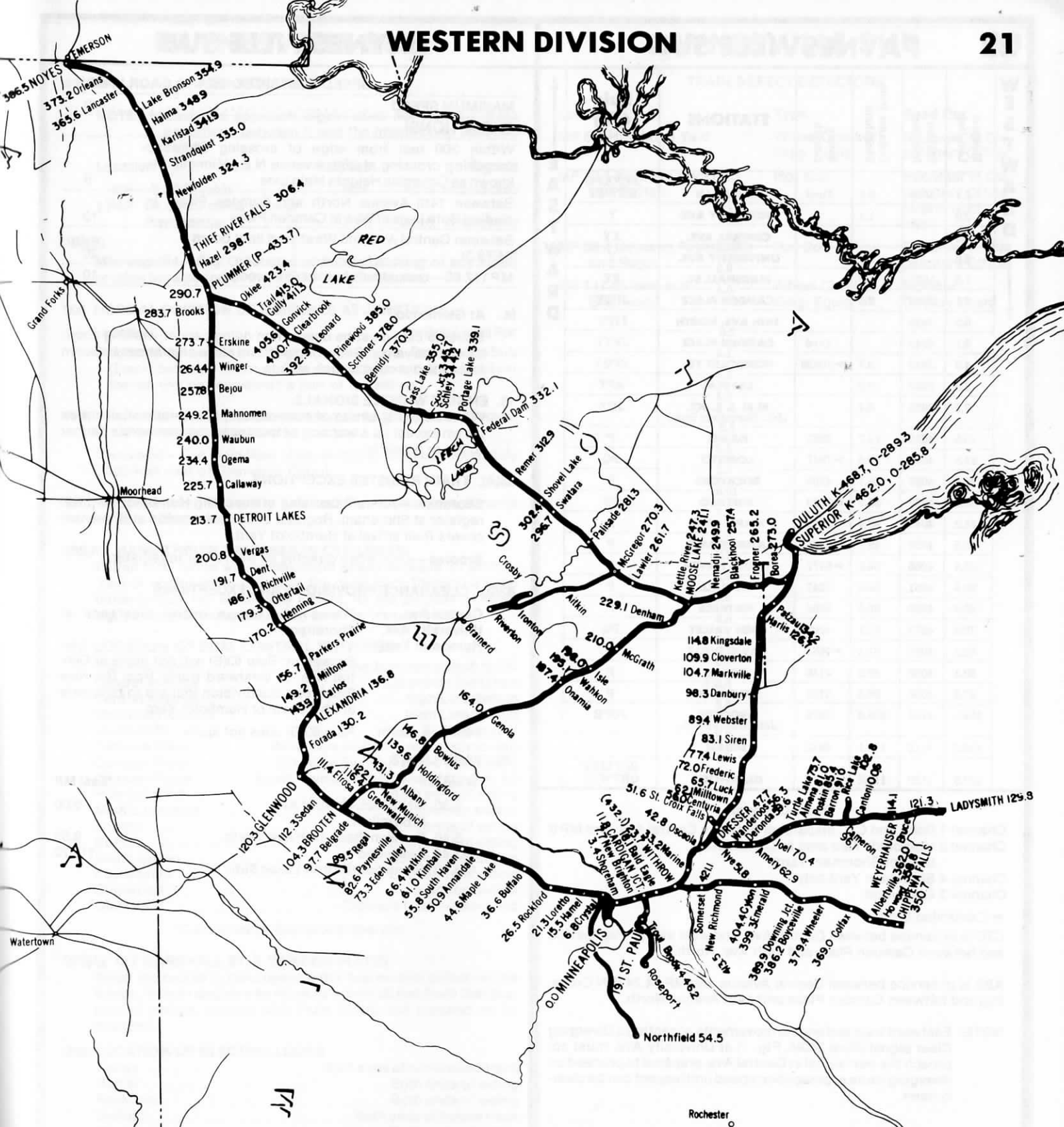
819. RETAINERS

Retainers will be used on all eastward trains operating between Bergland and White Pine when the rail is snow covered and other times as necessary.

**INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN
AS STATIONS IN TIMETABLE**

Location	Station Number	Switch at	Milepost Location
Chicago Subdivision:			
Orchard Place	0453	East end	20.2
Spur 21 (2 tracks)	0452	East end	20.56
		West end	21.14
Kelly Springfield	0449	West end	24.46
Spur 26	0447	East end	26
Aptakisc	0440	East end	33.2
North Shore Gas. Co. Spur	0431	West end	42.2
SCM Spur	0430	West end	42.7
Lake Beulah	0390	East end	82.7
M. of E.T. R.R. Conn. Mukwonago	0388	East end	85.5
Big Buck	0372	East end	101.7
Pipkorn Spur	0371	West end	102.0
Spur 105	0367	Both ends	105.5
Spur 126	0346	East end	126.2
Kindt Spur (Spur 145)	0328	West end	144.8
Calcan Spur	0327	West end	145.3
Neenah Subdivision:			
Readfield (spur)	0269	East end	204.0
Marshfield Subdivision:			
Berg Spur (2 spurs)	0189	West end	283.7
		East End	284.0
Trindal Spur	0155	West end	311.0
Home Park	0118	East end	348.7
Nekoosa Subdivision:			
Spur N-283	0802	East end	2.4
Eau Claire Subdivision:			
Spur F-359	0608	West end	359.0
Superior Subdivision:			
Donald	3326	East end	335.1
Flom	3352	East end	360.7
Mosinee Spur	3409	East end	418.3
Sunnyside	3444	East end	452.7
Ashland Subdivision:			
Midland Spur	3004	West end	293.5
Bessemer Subdivision:			
Winters Oil Spur	3228	East end	439.7
Lanse Subdivision:			
Village Spur	2716	East end	15.5
Mead Spur	2715	East end	15.1
Spur D-14	2714	East end	14.6
Spur D-5	2706	East end	5.7
Imperial Mine Spur	2418	East end	194.2
Peshekee Spur	2422	East end	189.5
Dishneau	2423	Both ends	188.6
Mesabi Blasting Spur	2428	West end	183.7
Spur 181	2431	East end	181.3
Viking Spur	2437	East end	175.0
Eagle Mills Spur	2449	West end	162.1
Hogan Ore Yard	2446	Both ends	164.7
Empire Mine	2956	East end	4.75

Location	Station Number	Switch at	Milepost Location
Newberry Subdivision:			
Varvil Spur	2463	West end	148.7
Forrest Center	2504	East end	108.1
Spur 97	2515	West end	97.3
Spur 88	2524	West end	87.9
Spur 81	2530	West end	81.7
Spur 80	2531	West end	80.4
Ozark	2620	West end	23.1
Soo Subdivision:			
Fletcher's Spur	1479	West end	479.2
Kincheloe	1477	East end	476.2
Pike Lake	1411	West end	411.2
Kipling	1345	Both ends	344.8
Pembine Subdivision:			
Groos	1339	East end	339.0
Spur 250	1250	West end	250.1
Spur 231	1232	East end	231.7
N.B.N.R. Jct.	1254	Both ends	253.7
Shawano Subdivision:			
Freeman's	1524	Both ends	265.8
Hollister	1532	Both ends	275.1
Mackville	1608	Both ends	350.4
Golpers Spur	1610	East end	352.1
Spur 357	1615	West end	356.9
Sturm's Spur	1616	West end	358.2
Northern Contractors Spur	1617	West end	358.5



STATION MILEPOSTS GLENWOOD/T.R. FALLS EAST

366.5 NOYES
373.2 Orleans
365.6 Lancaster
Lake Bronson 354.9
Halma 348.9
Karlstad 341.9
Strandquist 335.0
Newfolden 324.3
THIEF RIVER FALLS 306.4
Hazel 298.7
PLUMMER (P-433.7)
290.7
283.7 Brooks
273.7 Erskine
264.4 Winger
257.8 Bejou
249.2 Mahnomon
240.0 Waubun
234.4 Ogema
225.7 Callaway
213.7 DETROIT LAKES
200.8 Vergas
191.7 Dent
186.1 Richville
179.3 Ottertail
170.2 Henning
156.7 Parkers Prairie
149.2 Miltona
143.9 Carlos
ALEXANDRIA 136.8
Forada 130.2
120.3 GLENWOOD
112.3 BROODTEN
97.7 Belgrade
89.5 Regal
82.6 Paynesville
75.3 Eden Valley
66.4 Walkins
61.0 Kimball
55.8 South Haven
50.9 Annandale
44.6 Maple Lake
36.6 Buffalo
26.5 Rockford
21.3 Loretto
15.5 Hamel
6.8 Crystal
0.0 MINNEAPOLIS
91.7 ST. PAUL
Roseport
Northfield 54.5
Rochester
La Crosse

306.5 NOYES
373.2 Orleans
365.6 Lancaster
Lake Bronson 354.9
Halma 348.9
Karlstad 341.9
Strandquist 335.0
Newfolden 324.3
THIEF RIVER FALLS 306.4
Hazel 298.7
PLUMMER (P-433.7)
290.7
283.7 Brooks
273.7 Erskine
264.4 Winger
257.8 Bejou
249.2 Mahnomon
240.0 Waubun
234.4 Ogema
225.7 Callaway
213.7 DETROIT LAKES
200.8 Vergas
191.7 Dent
186.1 Richville
179.3 Ottertail
170.2 Henning
156.7 Parkers Prairie
149.2 Miltona
143.9 Carlos
ALEXANDRIA 136.8
Forada 130.2
120.3 GLENWOOD
112.3 BROODTEN
97.7 Belgrade
89.5 Regal
82.6 Paynesville
75.3 Eden Valley
66.4 Walkins
61.0 Kimball
55.8 South Haven
50.9 Annandale
44.6 Maple Lake
36.6 Buffalo
26.5 Rockford
21.3 Loretto
15.5 Hamel
6.8 Crystal
0.0 MINNEAPOLIS
91.7 ST. PAUL
Roseport
Northfield 54.5
Rochester
La Crosse

114.8 Kingsdale
109.9 Cloverton
104.7 Markville
98.3 Danbury
89.4 Webster
83.1 Siren
77.4 Lewis
72.0 Frederic
65.7 Luck
62.0 Milltown
58.0 Centuria
51.6 St. Croix Falls
42.8 Osceola
33.2 Marine
32.3 WITTHROW
31.3 Bald Eagle
23.7 New Brighton
3.5 Stepham
Somerset
New Richmond
40.4 Lyon
39.9 Emerald
38.9 Downing Jct
38.6.2 Bobcoveville
37.9.4 Wheeler
36.9 Colfax
121.3 LADYSMITH 125.8
Weyerhaeuser 114.1
Albanyville 106.0
Hooperville 102.0
Chippewa Falls 100.8
350.7

DULUTH K-4687, O-2893
SUPERIOR K-4620, O-2858

REDFIELD
RED LAKE
GREEN LAKE
Cats Lake 355.0
Sawley 348.7
Portage Lake 339.1
Federal Dam 332.1
Remer 312.9
Shovel Lake
Swatara
Palisade 281.3
McSorley 270.3
Lawler 261.7
Aetlie River 247.3
MOOSE LAKE 241.1
Nemadji 249.9
Blackhoop 237.4
Erskner 265.2
Borea 273.0
Patawa 242.4
Maris 126.7
114.8 Kingsdale
109.9 Cloverton
104.7 Markville
98.3 Danbury
89.4 Webster
83.1 Siren
77.4 Lewis
72.0 Frederic
65.7 Luck
62.0 Milltown
58.0 Centuria
51.6 St. Croix Falls
42.8 Osceola
33.2 Marine
32.3 WITTHROW
31.3 Bald Eagle
23.7 New Brighton
3.5 Stepham
Somerset
New Richmond
40.4 Lyon
39.9 Emerald
38.9 Downing Jct
38.6.2 Bobcoveville
37.9.4 Wheeler
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DULUTH K-4687, O-2893
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Erskner 265.2
Borea 273.0
Patawa 242.4
Maris 126.7
114.8 Kingsdale
109.9 Cloverton
104.7 Markville
98.3 Danbury
89.4 Webster
83.1 Siren
77.4 Lewis
72.0 Frederic
65.7 Luck
62.0 Milltown
58.0 Centuria
51.6 St. Croix Falls
42.8 Osceola
33.2 Marine
32.3 WITTHROW
31.3 Bald Eagle
23.7 New Brighton
3.5 Stepham
Somerset
New Richmond
40.4 Lyon
39.9 Emerald
38.9 Downing Jct
38.6.2 Bobcoveville
37.9.4 Wheeler
36.9 Colfax
121.3 LADYSMITH 125.8
Weyerhaeuser 114.1
Albanyville 106.0
Hooperville 102.0
Chippewa Falls 100.8
350.7

WESTWARD ↓

Milepost Location	Station Numbers	Distance from Shoreham	Siding Length	STATIONS	Rule 6(A)
3.4	1003	0.0	Yard	SHOREHAM	BCFKPQ RTWYZ
2.0		1.4		UNIVERSITY AVE.	Y
4.3				CENTRAL AVE.	XY
2.0		1.4		UNIVERSITY AVE.	Y
1.5	1001	1.9		MARSHALL ST.	PY
1.1	3940	2.3		CAMDEN PLACE	JPTY
0.5	3925			14th AVE. NORTH	IJPY
3.1	3940		Yard	CAMDEN PLACE	JPTY
4.5	3945	3.7	▶10639	HUMBOLDT YD.	BPQY
6.8	3955	6.0		CRYSTAL	APY
7.2	3965	6.4		M.N. & S. JCT. (Jct. Northfield Sub.)	JPY
15.5	4016	14.7	3263	HAMEL	P
21.3	4021	20.5	▶7847	LORETTO	PQ
26.5	4027	25.7	4200	ROCKFORD	P
36.5	4037	35.7	▶6093	BUFFALO	OP
44.2	4044	43.4	3312	MAPLE LAKE	P
50.5	4051	49.7	3281	ANNANDALE	P
55.4	4056	54.6	▶8477	SOUTH HAVEN	P
60.6	4061	59.8	3247	KIMBALL	P
66.0	4066	65.2	5054	WATKINS	P
72.9	4073	72.1	4001	EDEN VALLEY	PQ
82.2	4082	81.4	▶7651	PAYNESVILLE	AOP
89.1	4089	88.3	4146	REGAL	P
97.3	4098	96.5	5180	BELGRADE	P
104.1	4104	103.3	5825	BROOTEN (Jct. Brooten Sub.)	JOPR
112.2	4112	111.1	3642	SEDAN	
120.0	4120	119.2	Yard	GLENWOOD	BCFIJKP QRTWYZ

↑ EASTWARD

Radio Channels

Channel 1 Road and CTC dispatcher between Central Ave. and MP 9
Channel 2 Humboldt Yard area to Central Ave.

(except Shoreham Yard)

Channel 4 Shoreham Yard only

Channel 2 Glenwood

▶ Controlled Siding

CTC is in service between Central Ave. and west switch Paynesville and between Camden Place and 14th Ave. North.

ABS is in service between Central Avenue and MP 84.24 (BN Crossing) and between Camden Place and 14th Avenue North.

NOTE: Eastward train and engine movements accepting a Diverging Clear signal (Rule 240M, Fig. 1) at University Ave. must approach the next signal at Central Ave. prepared to proceed on diverging route at prescribed speed until aspect can be clearly seen.

SPEED RESTRICTIONS

MPH

MAXIMUM SPEED 40

EXCEPTIONS:

Within 200 feet from edge of crossing while approaching crossing at 35th Avenue N.E., Minneapolis, known as Columbia Heights Main Line 6

Between 14th Avenue North and Camden Place, including Both Legs of Wye at Camden Place 10

Between Central Ave. and West yard limit board (MP 9.3) 20

MP 117.65—over wheel checker Glenwood 10

M. At Glenwood

Extreme care must be used when riding cars or working about cars in the yard at Glenwood account close clearances between tracks and around switch stands.

15. ENGINE WHISTLE SIGNALS

Within the City Limits of Minneapolis, the whistle shall not be blown except as a warning of imminent and immediate danger to life or property.

83(A). TRAIN REGISTER EXCEPTIONS

Shoreham— All trains arriving or departing Humboldt Yard will register at Shoreham. Register of eastward trains at Shoreham covers their arrival at Humboldt Yard.

Brooten— Only when directed by train order to register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Central Ave. Trains will obtain initial clearance at Shoreham.
University Ave.
Humboldt Yard

Exception: Rule 83(B) will not apply at Central Ave. to westward trains from the New Richmond Subdivision that are to terminate at Shoreham or Humboldt Yard.

14th Ave. North Rule 83(B) does not apply.

93. YARD LIMITS

West MP	East MP
9.30 MN&S Jct.-Central Ave. (8.64 miles)	5.00
3.10 Camden Place-14th Ave. North	0.50
123.46 Glenwood	117.70
124.12 Glenwood (Detroit Lakes Sub)	

PAYNESVILLE SUB

PAYNESVILLE SUB

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98. RAILROAD GRADE CROSSINGS

NOTE: ††Eastward approach signal does not indicate track conditions between it and the interlocking absolute signal.

Location	Railroad	Signals
MP 6.80-Crystal	B.N.	Auto. Interlocked
††MP 84.24-1.7 miles west of Paynesville	B.N.	Auto. Interlocked

103(B).

Minneapolis—City Ordinance prohibits blocking of any street or alley for a period of more than five (5) minutes.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Brooten-West switch of siding	Paynesville Sub (Track between Brooten Sub connection and the Junction Switch will be considered a part of the siding.)

104. The following main track switches may be left lined and locked in either the normal or reverse position:

Glenwood—Old Main-New Main switch located approximately 1,000 feet east of Glenwood Depot.

105. Tracks between University Ave. and Shoreham are yard tracks — Rule 105 applies.

268(A). HAND THROW SWITCHES IN CTC LIMITS:

Within CTC limits where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand throw switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

275. LOCATION OF DUAL CONTROL SWITCHES

14th Ave. North	Soo Line Junction switch to BN
Central Avenue	Crossover Switches
Central Avenue	High Line Switch
University Avenue	High Line Switch
Marshall St.	Switch to yard
Camden Place	West Wye Switch (Toward Humboldt)
Camden Place	East Wye Switch (Toward Shoreham)
Camden Place	South Wye Switch (Toward 14th Ave. N.)
Humboldt Yd.	Both ends of siding
MN&S Junction	Junction switch
Loretto	Both ends of siding
Buffalo	Both ends of siding
South Haven	Both ends of siding
Paynesville	Both ends of siding
*Glenwood	Junction switch
*Glenwood	Old main track — west end

*Controlled by Glenwood operator.

275(A). (AT MARSHALL ST. & CAMDEN PLACE)

When instructed to hand operate the dual control switch on the bridge, train or engine may move to a point 20 feet from that dual control switch, comply with Rule 275(A) and proceed as instructed.

280. LOCATION OF ELECTRIC LOCKS

Heney	Both ends of run-around track
Hamel	Both ends of siding
Rockford	Both ends of siding
Buffalo	Both ends of house track
Maple Lake	Both ends of siding
Annandale	Both ends of siding
Watkins	Both ends of siding
Eden Valley	Both ends of siding

TRAIN DEFECT DETECTORS

Location	Type	Read Out
MP 5.5 Humboldt Yard	Wheel Checker Drag. Equip.	Recorder in Dis- patchers Office
MP 33.1 between Rockford and Buffalo	Hot Box	Recorder in Dis- patchers Office (Alarm light at site.)
MP 86.4 between Paynesville and Regal	Hot Box	Recorder in Dis- patchers Office
MP 117.65 east end Glenwood	Wheel Checker Drag. Equip.	Monitor Display Board

24 DETROIT LAKES SUB

WESTWARD	Milepost Location	Station Numbers	Distance from Glenwood	Siding Length	STATIONS	Rule 6(A)	EASTWARD
	120.0	4120	0.0	Yard	GLENWOOD	BCFIJKP QRTWYZ	
	130.2	5009	10.2	4925	^{10.2} FORADA		
	136.8	5015	16.8	1933	^{6.6} ALEXANDRIA	P	
	143.9	5023	23.9	3435	^{7.1} CARLOS		
	149.2	5029	29.2		^{5.3} MILTONA		
	156.7	5035	36.7		^{7.5} PARKERS PRAIRIE	P	
	170.2	5049	50.2	5515	^{13.5} HENNING	OPQ	
	179.3	5058	59.3		^{9.1} OTTERTAIL	P	
	186.1	5065	66.1	4736	^{6.8} RICHVILLE		
	191.7	5070	71.7		^{5.6} DENT		
	201.1	5079	81.1	5603	^{9.4} VERGAS	P	
	213.7	5092	93.7	5913	^{12.6} DETROIT LAKES	AOPQ	
	225.7	5104	105.7	2637	^{12.0} CALLAWAY		
	234.4	5113	114.4		^{8.7} OGEMA	P	
	240.0	5119	120.0		^{5.6} WAUBUN		
	249.2	5128	129.2	6036	^{9.2} MAHNOMEN	OPQ	
	257.8	5137	137.8		^{8.6} BEJOU		
	264.4	5143	144.4		^{6.6} WINGER		
	273.7	5153	153.7	2821	^{9.3} ERSKINE	AP	
	283.7	5163	163.7		^{10.0} BROOKS		
	290.7	5170	170.7	4651	^{7.0} PLUMMER (Jct. Bemidji Sub.)	JOP	
	298.7	5178	178.7	3459	^{8.0} HAZEL		
	306.4	5185	186.4	Yard	^{7.7} T R FALLS	BCFJKPQ RTUWYZ	

Radio Channels

Channel 1 Road
Channel 2 Glenwood

SPEED RESTRICTIONS

MPH

MAXIMUM SPEED	40
EXCEPTIONS:	
MP 136.6—MP 137.4 Alexandria, over street crossings and on curve	25
Vergas, on Vergas Pit trackage	5
MP 213.4—MP 214.5 Between Willow Street, Detroit Lakes, and BN crossing	20
MP 306.4—T.R. Falls, over First, Third and Eighth Streets	10

M. At Glenwood

Extreme care must be used when riding cars or working about cars in the yard at Glenwood account close clearances between tracks and around switch stands.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

T.R.Falls Eastward Detroit Lakes Subdivision trains enroute to the Bemidji Subdivision will obtain a clearance at T.R. Falls bearing notation "Bemidji Sub" and will not require an initial clearance at Plummer if train order signal indicates proceed.

DETROIT LAKES SUB

93. YARD LIMITS

West MP	East MP
124.12 Glenwood	117.70
123.46 Glenwood (Elbow Lake Sub)	
311.13 T. R. Falls	304.71
311.90 T. R. Falls (Devils Lake Sub)	

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
MP 214.51-Detroit Lakes	B.N.	Auto. Interlocked
MP 273.66-Erskine	B.N.	Auto. Interlocked

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
#Plummer - West switch of siding	Detroit Lakes Sub
T. R. Falls	Noyes Sub
#Plummer—Track between Bemidji Sub connection and the Junction Switch will be considered a part of the siding.	

104. The following main track switches may be left lined and locked in either the normal or reverse position:

Glenwood—Old Main-New Main switch located approximately 1,000 feet east of Glenwood Depot.

275. LOCATION OF DUAL CONTROL SWITCHES

Glenwood

Glenwood

(Controlled by Glenwood Operator)

TRAIN DEFECT DETECTORS

Location	Type	Read Out
MP 151.5 between Miltona and Parkers Prairie	Hot Box Hot Wheel Drag. Equip.	Radio Talker
MP 221.4 between Detroit Lakes and Callaway	Hot Box Hot Wheel Drag. Equip.	Monitor Display Board
MP 280.8 between Erskine and Brooks	Hot Box Drag. Equip.	Monitor Display Board

NOYES SUB

NOTES

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WESTWARD ↓	Milepost Locations	Station Numbers	Siding Length	STATIONS	Rule 6(A)	↑ EASTWARD
	306.4	5185	Yard	T R FALLS 17.9	BCFJKPQR TUVWZ	
	324.3	5203	2864	NEWFOLDEN 10.7		
	335.0	5214		STRANDQUIST 6.9		
	341.9	5221	4352	KARLSTAD 7.0	P	
	348.9	5228		HALMA 6.0		
	354.9	5234	4792	LAKE BRONSON 10.7		
	365.6	5244		LANCASTER 7.6	P	
	373.2	5252	2880	ORLEANS 13.3		
	386.5	5265	3701	NOYES	JOP QRTUY	

Radio Channel 1

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40

83(A). TRAIN REGISTER EXCEPTIONS

Noyes — Only when directed by train order to register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Noyes — Trains will obtain initial clearance from CP operator at Emerson.

93. YARD LIMITS

West MP	East MP
311.13 T. R. Falls	304.71
311.90 T. R. Falls (Devils Lake Sub)	
386.68 Noyes	383.50

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
MP 309.55-T.R. Falls	B.N.	Gate
(Normal position is against BN)		

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
T.R. Falls	Noyes Sub

TRAIN DEFECT DETECTORS

Location	Type	Read Out
MP 309.47 west end	Wheel Checker	Monitor
T. R. Falls	Drag. Equip.	Display Board

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NORTHFIELD SUB

WESTWARD

Milepost Location	Station Numbers	Siding Length	STATIONS	Rule 6(A)
53.75	3849	Yard	NORTHFIELD 9.61	BFJKOP QWY
44.14	3839		*EUREKA CENTER 3.74	P
40.40			AIR LAKE PARK 1.08	P
39.32	3835		#LAKEVILLE 6.43	Q
32.89	3828		#ORCHARD GARDENS 4.82	P
28.07	3824		#SAVAGE 0.69	PY
27.38	3823	Yard	PORT CARGILL 1.75	Y
25.63	3821	Yard	AUTO CLUB (Jct. Nicollet Ave. Spur) 0.79	JPY
24.84	3820		*NESBITT 3.75	Y
21.09	3817	1391	ATWOOD 2.90	PY
18.19		1747	WARDEN 1.90	Y
16.29	3812		#MILWAUKEE JCT. 1.62	Y
14.67			PARK MANOR 1.58	Y
13.09	3809		SOONOR	TY
	3700	Yard	GLENWOOD JCT. 1.56	PWZ
13.09	3809		SOONOR 0.53	TY
12.56	3808	Yard	WESTERN AVE. 5.36	MY
7.20	3965		M.N. & S. JCT.	JY

EASTWARD

NORTHFIELD SUB

15. Except as a warning of immediate danger to life and property, signal 15(l) will *not* be sounded:
- between Glenwood Jct. and old Wayzata Blvd., inclusive.
 - between Minnehaha Creek bridge 17.04 and east siding switch, Atwood.
 - between Glenwood Jct. and Douglas Drive, inclusive.
 - between Penn Ave. interlocking and end of track at 7th St. (Minneapolis Terminal trackage).

All public crossings at grade west of Savage will be identified by crossbucks and/or automatic crossing protection devices; whistle posts will not be displayed.

83(B). Verbal clearances by the train dispatcher will constitute compliance on this subdivision.

S-89. AT AIR LAKE PARK

Westward trains holding order to *take siding* at Air Lake Park for meets with eastward trains will stop at west switch and then proceed according to third sentence of Rule S-89.

Eastward trains which are to hold main track at Air Lake Park for meets with westward trains will wait west of M.P. 39 (clear of highway crossings) until it is verbally determined that westward train is clear of main track, then proceed at reduced speed to Air Lake Park.

(This applies *only* when westward trains are directed to take siding.)

S-89. AT ORCHARD GARDENS

Eastward trains holding order to *take siding* at Orchard Gardens for meets with westward trains will stop at east switch and then proceed according to third sentence of Rule S-89.

Westward trains which are to hold main track at Orchard Gardens for meets with eastward trains will wait east of M.P. 35 (clear of highway crossings) until it is verbally determined that eastward train is clear of main track, then proceed at reduced speed to Orchard Gardens.

(This applies *only* when eastward trains are directed to take siding at Orchard Gardens.)

93. YARD LIMITS

M.N. & S. Jct. — Savage: from junction switch at M.N. & S. Jct. to 1304 feet east of east switch Savage.

Nóthfield: from 2823 feet west of St. Olaf Avenue to end of track.

98. RAILROAD GRADE CROSSINGS

†Non-operating approach signals.

Location	Railroad	Signals
MP 12.04 — 0.52 miles west of Western Ave.	MIR	Gate
†MP 3.25 — Penn Ave. (Mpls. Trml. trackage)	B.N.	Auto. Interlocked

98. DRAWBRIDGES

MP 27.04 Over Minnesota River Stop Signs

103(B). Trains, engines or cars must not stand on public highway crossings longer than five minutes.

Radio Channel 1

- * Spur-switch at west end.
- # Spur-switch at east end.

SPEED RESTRICTIONS

MPH

On all tracks other than main tracks	10
Over Turners Crossroad	10*
Over Glenwood Ave.	10*
Over Old Wayzata Blvd.	10*
Over access road immediately east of bridge over Highway 12	15*
Over Cedar Lake Road	15*
Over Dakota Avenue, St. Louis Park	15*
Over Lake Street and Library Lane	15*
Over Walker Street	15*
Over Excelsior Blvd. and South Brookside Avenue and main track between them	15*
M.P. 26.50 to Minnesota River bridge, eastward trains only	15
Between opposing stop signs each side of Minnesota River bridge	10
Between Savage and Northfield	30

*Speed may be resumed as soon as the engine has passed beyond the limits of the restriction.

NOTE: Speed Signs are not in use between M.N. & S. Jct. and Savage.

NORTHFIELD SUB

104. AT NORTHFIELD — The main track switch immediately west of 5th Street may be left lined as used if the dispatcher permits.

104(A). The wye switch at Turners Crossroad may be left lined in either position.

105. Tracks between Soonor/Western Ave. and Glenwood Jct. are yard-tracks — Rule 105 applies.

804(C). SWITCHING AT AUTO CLUB

Before pulling cars to switch at east end of Auto Club yard, trainmen will cut in air on sufficient cars to control movement — judgement of engineer and conductor to govern.

804(C). RUNNING BRAKE TESTS

To ensure that train brakes apply, before descending grades into the Minnesota River Valley, the following will apply in addition to prescribed brake tests:

Crews are to apply running brake tests on:

- (1) Eastward trains between west switch Nesbitt and M.P. 26;
- (2) Westward trains between east switch Orchard Gardens and M.P. 32.

Conductor, or trainmen on rear of train, will advise the engineer promptly when brakes have applied on rear of train. In absence of this advice, immediate action will be taken to stop the train.

CLEARANCE RESTRICTIONS

Bridge 1.82, Wirth Parkway overhead, located at east end Glenwood Jct. yard, has a vertical clearance of 19 feet - 1 inch.

Employees concerned with the handling of dimensional shipments at this location will restrict movement as required to assure clearance.

ENGINE RESTRICTIONS

Six-axle units must not operate on tracks as follows:

- (1) Industrial tracks leading off Air Lake Park industrial lead;
- (2) Over or east of Credit River bridge at Port Cargill, except as authorized by dispatcher;
- (3) General Motors spur at Atwood;
- (4) L. & O. Distributing spur at Soonor;
- (5) Rip track No. 2 at Glenwood Jct.;
- (6) Minneapolis terminal trackage between M.W. Jct. and end of track (7th St.);
- (7) Brechet & Richter spur;
- (8) Laurel Ave. Spur (Swamp Track) at Soonor, east of Colorado Ave. crossing.

NORTHFIELD SUB

27

WEST WARD ↓	Milepost Location	Station Numbers	NICOLLET AVE. SPUR	Rule 6(A)	↑ EAST WARD
			STATIONS		
	9.00	3755	NICOLLET AVE.		
	8.70	3754	RICHFIELD (62nd St.)		
	6.80	3752	WILSON (78th St.)		
	4.53	3750	OXBORO		
		3821	AUTO CLUB	P	

All trackage on the Nicollet Ave. Spur is yard trackage governed by Rule 105.

SPEED RESTRICTIONS

MPH

On all tracks 10

15. Except as a warning of immediate danger to life and property, signal 15(l) will *not* be sounded at 59½ St. and 61st St.

All public crossings at grade will be identified by crossbucks and/or automatic crossing protection devices; whistle posts will not be displayed.

103(B). Trains, engines or cars must not stand on public highway crossings longer than five minutes.

804(C). SWITCHING AT AUTO CLUB

Before pulling cars to switch at east end of Auto Club yard, trainmen will cut in air on sufficient cars to control movement — judgement of engineer and conductor to govern.

ENGINE RESTRICTIONS

Six-axle units must not operate between Normandale Blvd. and end of track Nicollet Ave.

WESTWARD

Milepost Locations	Station Numbers	Siding Length	STATIONS	Distance from Glenwood	Rule 6(A)
282.4	2102	Yard	STINSON YARD 4.5	197.2	ABCFLJKP QRTUWYZ
277.9	2098		JUNCTION 278 (Jct. Danbury Sub.) 4.7	192.7	JY
273.2	7172	3165	BOREA 7.8	188.0	
265.4	7164	3904	FROGNER 7.8	180.2	
257.6	7156	3974	BLACKHOOF 7.5	172.4	
250.1	7149	3243	NEMADJI 8.8	164.9	
241.3	7140	Yard	MOOSE LAKE (Jct. Bemidji Sub.) 12.0	156.1	JOPRTY
229.3	7128	3223	DENHAM 19.1	144.1	
210.2	7109	2832	McGRATH 12.0	125.0	
198.2	7097		ISLE 10.6	113.0	
187.6	7086	4656	ONAMIA 23.4	102.4	OY
164.2	7063	2671	GENOLA 17.2	79.0	
147.0	7046	2676	BOWLUS 7.2	61.8	
139.8	7039	2655	HOLDINGFORD 17.5	54.6	
122.3	7021	2653	NEW MUNICH 5.7	37.1	
116.6	7016		GREENWALD 5.0	31.4	
111.6	7011		ELROSA 10.5	26.4	
101.1	4104	5825	BROOTEN 15.9	15.9	JOPRY
120.0	4120	Yard	GLENWOOD	0.0	BCFLJKP QRTWYZ

EASTWARD

Radio Channels

Channel 1 Road

Channel 2 Stinson Yard

ABS is in service between "MJ" Crossing and Stinson Yard.

Rules 261-264 are in use between "VN" Crossing (MP 281.15) and "MJ" Crossing (MP 279.46).

Main track ends at Eastern Divn. junction switch, MP 281.66. Rule 105 applies between MP 281.66 and MP 282.4.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
EXCEPTIONS:	
MP 263—MP 264 Between Blackhoof and Frogner	25
MP 277.9—MP 281.15 between Junction 278 and Stinson Yard	20
DULUTH-SUPERIOR TERMINALS-ALL TRACKS	20
Except over Highway Crossings at:	
Connors Point	10
Belknap Street, Superior	10
21st Ave., Duluth	10

5. TIME APPLIES

Jct. 278—Junction switch.

15. ENGINE WHISTLE SIGNALS

Within the City Limits of Superior the whistle shall not be blown except as a warning of imminent and immediate danger to life or property.

83(A). TRAIN REGISTER EXCEPTIONS

Moose Lake—Only when directed by train order to register.

Brooten—Only when directed by train order to register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Junction 278	Rule 83(B) does not apply.
Moose Lake	Rule 83(B) does not apply if train order signal indicates proceed.
Brooten	Rule 83(B) does not apply if train order signal indicates proceed.

93. YARD LIMITS

West MP	East MP
276.57 Stinson Yard	281.66
*457.58 Stinson Yard (Eastern Divn., Superior Sub)	454.82
240.18 Moose Lake	243.08
242.34 Moose Lake (Bemidji Sub)	
186.87 Onamia	189.52
Brooten	104.24

* Before fouling or using the main track between these points, verbal permission must be received from the train dispatcher at Stevens Point via the Stinson Yard Operator.

98. RAILROAD GRADE CROSSINGS

NOTE: †Non-operating approach signals.
 ††Operating approach signals that do not indicate condition of track between approach signal and interlocking signal.
 * Eastward approach signal does not indicate track conditions between it and the absolute signal at MJ Crossing.

Location	Railroad	Signals
†MP 466.35-Jenswold St. Tower . . .	B.N.	Auto. Interlocked
MP 464.68-West Duluth	B.N.	Stop Signs
MP 285.40-Connors Point	LST&T	Stop Signs
†MP 284.97-12th St. Jct.	C&NW	Auto. Interlocked
†MP 283.52 (MP 459.24)-28th St.	Soo	Gate
(Gate may be left lined for either route.)		
#MP 457.44-Stinson Yard	B.N.	Stop Signs
#MP 457.52-Stinson Yard	Soo	Gate
(Ramp Track)		
#(Eastern Divn., Superior Sub)		
MP 281.15-"VN" Crossing	B.N.	Interlocked
* MP 279.46-"MJ" Crossing	B.N.	Semi-Auto Intrlk
(Operator Stinson Yard controls "VN" & "MJ" crossings and routes)		
††MP 278.46-Saunders	MILW	Auto. Interlocked

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

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
#Brooten-West switch of siding	Paynesville Sub
Moose Lake	Brooten Sub
Junction 278	Brooten Sub
Stinson Yard, jct. switch Stinson Ave.	Western Division
#Brooten—Track between Brooten Sub connection and the Junction Switch will be considered a part of the siding.	

261. Rule 261 is in effect between "MJ" Crossing "VN" Crossing. Train and engine movements within these limits will be authorized by block signal indication or verbal authority from the control operator at Stinson Yard. Authority to pass a signal indicating stop per Rules 509 and 606 must be obtained from the control operator at Stinson Yard instead of the train dispatcher.

BROOTEN SUB

280. LOCATION OF ELECTRIC LOCKS

Saunders At the BN Switch

(Note: When using the BN Connection at Saunders, stop short of yellow insulated joints and call the Stinson Yd Operator who will obtain permission from the BN for operation of electric lock. When permission is received, operate electric lock in prescribed manner and line switch for route and be governed by signal indication.)

606. At "VN" Crossing — Paragraph (c) applies.

TRAIN DEFECT DETECTORS

Location	Type	Read Out
MP 281.85 Stinson Yard	Wheel Checker Drag. Equip.	Monitor Display Board

BEMIDJI SUB

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance from T R Falls	Rule 6(A)	EASTWARD ↑
	241.3	7140	Yard	MOOSE LAKE	209.2	JOPRTY	
	247.7	7206	3137	6.4 KETTLE RIVER	202.8		
	262.1	7221	3871	14.4 LAWLER	188.4		
	270.3	7229	3231	8.2 McGREGOR	180.2	CIJQRY	
	281.7	7240	2344	11.4 PALISADE	168.8		
	297.1	7256		15.4 SWATARA	153.4		
	313.3	7272	3130	16.2 REMER	137.2		
	332.5	7291	3967	19.2 FEDERAL DAM	118.0		
	339.5	7298	3133	7.0 PORTAGE LAKE	111.0		
	345.9	7304		6.4 SOO JCT.	104.6	J	
				24.8			
Between Soo Jct. and Bemidji be Governed by BN Time Table & Rules							
	370.7	7329	3232	BEMIDJI	79.8	BJKORUY	
	378.4	7337		7.7 *SCRIBNER	72.1		
	385.4	7344		7.0 PINEWOOD	65.1		
	393.3	7352		7.9 LEONARD	57.2		
	401.1	7360	3200	7.8 CLEARBROOK	49.4		
	406.0	7365		4.9 GONVICK	44.5		
	411.7	7370		5.7 GULLY	38.8		
	415.4	7374		3.7 TRAIL	35.1		
	423.8	7382	3166	8.4 OKLEE	26.7		
	434.8	5170	4651	11.0 PLUMMER	15.7	JOPY	
	306.4	5185	Yard	15.7 TR FALLS	0.0	BCFJKPQ RTUWYZ	

Radio Channel 1

*Spur-switch at east end.

SPEED RESTRICTIONS	MPH
MP 241—MP 256 between Moose Lake and Lawler	25
MP 270.3—BN crossing, McGregor, until crossing is occupied	20
MP 256—MP 270 between Kettle River and McGregor	40
McGregor—from 300 ft. East of depot to highway crossing East of station	20
Between McGregor and Soo Jct.	25
Between Bemidji and Plummer	25
Trail gravel pit track	5

BEMIDJI SUB

83(A). TRAIN REGISTER EXCEPTIONS

McGregor— All trains may register by register ticket.

Moose Lake— Only when directed by train order to register.

Bemidji— Only trains originating or terminating will register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Moose Lake Rule 83(B) does not apply if train order signal indicates proceed.

Bemidji Eastward trains must obtain Soo Line clearance and BN clearance from BN operator.

Plummer Eastward Detroit Lakes Subdivision trains enroute to the Bemidji Subdivision will obtain a clearance at T.R. Falls bearing notation "Bemidji Sub" and will not require an initial clearance at Plummer if train order signal indicates proceed.

93. YARD LIMITS

West MP	East MP
242.34 Moose Lake	
271.24 McGregor	268.64
372.88 Bemidji	369.27
433.00 Plummer	432.35

98. RAILROAD GRADE CROSSINGS

NOTE: †Non-operating approach signals.

Location	Railroad	Signals
†MP 270.27-McGregor	B.N.	Interlocked
MP 370.20-Bemidji	B.N.	Stop Signs

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
#Plummer - West switch of siding	Detroit Lakes Sub
Moose Lake	Brooten Sub
#Plummer—Track between Bemidji Sub connection and the Junction Switch will be considered a part of the siding.	

606. AT McGREGOR

When control operator at McGregor is not on duty and Soo Line trains or engines are stopped by the governing absolute signal, if no movement is evident on the conflicting route, such train or engine will move one car length beyond the absolute signal and comply with paragraph (c) of Rule 606.

Before movement is made over the remote control switch located at the BN connection, the switch must be inspected and it must be known that switch points are in proper position for safe movement.

608. MANUAL INTERLOCKINGS AT WHICH CONTROL OPERATOR IS NOT ON DUTY CONTINUOUSLY

Location	Specified Route when control operator off duty
McGregor	BN

Note: At McGregor, during hours when control operator is not on duty, Soo Line movement will be authorized by compliance with Special Instruction 606 (at McGregor); Rule 608 modified accordingly.

30 DANBURY SUB

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Rule 6(A)	EASTWARD ↑
			2102	Yard	STINSON YARD 4.5		ABCFLJKP QRTUWYZ
	145.5	2098		JUNCTION 278 11.3	JY	
	134.2	2087	2954	PATZAU 7.5	P	
	126.7	2079	3163	HARLIS 11.9	P	
	114.8	2067	3050	KINGSDALE 4.9	P	
	109.9	2062		CLOVERTON 5.2	P	
	104.7	2057	3157	MARKVILLE 6.4	P	
	98.3	2051	2956	DANBURY 8.9	P	
	89.4	2042	3133	WEBSTER 6.3	P	
	83.1	2035	3067	SIREN 5.7	P	
	77.4	2030		LEWIS 5.4	P	
	72.0	2024	3110	FREDERIC 6.3	P	
	65.7	2018	3127	LUCK 3.6	P	
	62.1	2014		MILLTOWN 6.1	P	
	56.0	2008	3225	CENTURIA 8.3	P	
	47.7	1057	Yard	DRESSER	JKOPRT WY	

Radio Channel 1

NOTE: Trains for which Jct. 278 is initial or terminal station will originate or terminate at Stinson Yard.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
EXCEPTIONS:	
Trains handling pulpwood	35
Dresser, St. Croix Falls ind. trackage	10
MP 83.3—MP 120.7 between Siren and Harlis	25
MP 124.8—MP 135.1 between Kingsdale and Junction 278	25
MP 143 over Bridge D-143-A	25

5. TIME APPLIES

Jct. 278—Junction switch.

83(A). TRAIN REGISTER EXCEPTIONS

Dresser—All trains may register by register ticket.

Stinson Yard—All trains arriving or departing Junction 278 will register at Stinson Yard. Register of eastward trains at Stinson Yard covers their arrival at Junction 278.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Junction 278 Rule 83(B) does not apply.

93. YARD LIMITS

West MP	East MP
143.00 Junction 278	Stinson Yard
46.71 Dresser	50.03
Dresser (Barron Sub)	48.69

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Junction 278	Broton Sub
Dresser	Barron Sub

ENGINE RESTRICTIONS

On St. Croix Falls industrial trackage, only one-unit engine consists may be operated. Six-axle units are prohibited.

NEW RICHMOND SUB

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance from Shoreham	Rule 6(A)	EASTWARD ↑
		352.2	0114	Yard	C. F. YARD 6.6	100.2		BCFKPQR TWYZ
	358.8	0107	4352	HOWARD 3.2	93.6	P	
	362.0	0104		ALBERTVILLE 7.0	90.4	PQ	
	369.0	0095	5958	COLFAX 10.4	83.4	P	
	379.4	0084	4180	WHEELER 6.8	73.0	P	
	386.2	0078		BOYCEVILLE 3.7	66.2	P	
	389.9	0074	6322	DOWNING JCT. 9.4	62.5	JP	
	399.3	0065	6051	EMERALD 5.1	53.1	PQ	
	404.4	0060	3921	CYLON 9.1	48.0	P	
	413.5	0050	5273	NEW RICHMOND 7.6	38.9	OPY	
	421.1	0037	4042	SOMERSET 11.0	31.3	P	
	23.7	1045	3546	WITHROW (Jct. Barron Sub.) 5.6	20.3	JOPQRY	
	18.1	1038		*BALD EAGLE 6.3 (East End 2 Main Trks.)	14.7	AP	
	11.8	1030	Yard	CARDIGAN JCT. (Jct. St. Paul Sub.) 4.1	8.4	JPQTXY	
	7.7	1013	2359	NEW BRIGHTON 3.4	4.3	PTUXY	
	4.3			CENTRAL AVE. (West End 2 Main Trks.) 0.9	0.9	XY	
	3.4	1003	Yard	SHOREHAM	0.0	BCFKPQR TWYZ	

Radio Channels

Channel 1 Road and CTC dispatcher between Central Ave. and New Brighton

Channel 2 Central Ave. to New Brighton

Channel 4 Shoreham Yard only

Channel 3 CF Yard

*Spur switch at west end

Approach signals — Westward operating approach Signals 24.9 (Barron Sub) and 431 (New Richmond Sub) do not indicate track conditions between them and the westward absolute signals at the beginning of CTC Withrow.

Two Main tracks are in use between Central Avenue and Cardigan Jct. Beginning from the North, the main tracks are numbered No. 1 and No. 2 main tracks.

CTC and ABS are in service between Central Avenue and Withrow.

NEW RICHMOND SUB

NEW RICHMOND SUB 31

SPEED RESTRICTIONS MPH

MAXIMUM SPEED	40
EXCEPTIONS:	
New Brighton — Between west crossover switches and east end of center siding (both main tracks)	20 (applies only until engine passes through these limits).
Cardigan-Jct. ← Between crossover and dual control switch (both tracks)	20 (applies only until engine passes through these limits).
Withrow — Between west siding switch and east switch of east crossover	20 (applies only until engine passes through these limits).
MP 12.8—Over wheel checker one mile east of Cardigan Jct.	23
MP 23.7—Through junction switch crossover Withrow .	25
MP 424.25—Over St. Croix Bridge	25

5. TIME APPLIES

Withrow—Junction switch.

15. ENGINE WHISTLE SIGNALS

Within the City Limits of Minneapolis the whistle shall not be blown except as a warning of imminent and immediate danger to life or property.

83(A). TRAIN REGISTER EXCEPTIONS

Withrow—Only when directed by train order to register.

Shoreham—All trains arriving or departing Central Ave. will register at Shoreham. Register of westward trains at Shoreham covers their arrival at Central Ave.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Central Ave. Trains for which Central Ave. is initial station will obtain initial clearance at Shoreham.

Withrow Rule 83(B) does not apply if train order signal indicates proceed.

93. YARD LIMITS

West MP	East MP
Central Ave.	5.00
7.00 New Brighton	8.87
10.65 Cardigan Jct.	12.72
Cardigan Jct. (St. Paul Sub)	13.08
22.32 Withrow	24.58
Withrow (To C. F. Yard)	430.85
415.30 New Richmond	412.37
354.18 C. F. Yard	349.88

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
MP 7.45-New Brighton	MTFR	Auto. Interlocked
MP 18.10-Bald Eagle	B.N.	Auto. Interlocked

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS AND AT END OF DOUBLE TRACK

Location	Switch Lined For
Cardigan Junction: Junction (East wye switch)	New Richmond Sub

104. The following main track switches may be left lined and locked in either the normal or reverse position:

Cardigan Junction—South wye switch to the St. Paul Sub.

104(A). At New Brighton—Crossover Switch on center Siding near East End of Siding must be lined and locked for the Siding.

The switch at the East End of the Center Siding must be lined and locked toward the Eastward Main Track.

104(H). LOCATION OF SPRING SWITCHES

Each is facing point locked:

Downing Junction	West end siding
Emerald	West end siding

105. Tracks between Central Ave. and Shoreham are yard tracks -Rule 105 applies.

268(A). HAND THROW SWITCHES IN CTC LIMITS:

Within CTC limits where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand throw switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine.

269. When the interlocking absolute signal displays STOP, per Rule 240A at:

MP 18.1 — BN Crossing, Bald Eagle

Comply with Rule 613, and if a more favorable signal indication is not received, proceed at restricted speed until entire train has passed the next signal.

Rule 269 does not apply at the above interlocking absolute signals.

Report of delay must be made to control operator at the first opportunity.

275. LOCATION OF DUAL CONTROL SWITCHES

Central Avenue	Crossover Switches
Central Avenue	High Line Switch
Cardigan Jct	East End 2 Main Tracks
Withrow	Junction switch

280. LOCATION OF ELECTRIC LOCKS

MP 8.3 (1800 feet east of MP 8)	Both Crossover Switches
MP 9.8 (#1 MT)	North Lexington Industrial Park Switch

613. At New Brighton

Westward movements from the center siding must use the push-button to select the interlocking. The push-button is mounted on the Westward Number One Main Track absolute signal. Instructions are posted inside the push-button box.

TRAIN DEFECT DETECTORS

Location	Type	Read Out
MP 12.8 between Bald Eagle and Cardigan Jct.	Wheel Checker Drag. Equip.	Recorder in Dispatchers Office
MP 21.53 between Withrow and Bald Eagle	Hot Box	Recorder in Dispatchers Office
MP 384.92 between Wheeler and Boyceville	Hot Box	Recorder in Dispatchers Office (Alarm light at site.)

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance from Shoreham	Rule 6(A)	EASTWARD ↑
	129.8	1130	Yard	LADYSMITH	126.4	BCKQRT UWYZ	
	121.3	1121	2778	8.5 BRUCE	117.9		
	114.1	1114		7.2 WEYERHAUSER	110.7	W	
	100.6	1101		13.5 CANTON	97.2		
	96.1	1096		4.5 CAMERON	92.7	AJY	
	102.8	1107		6.7 RICE LAKE	99.4	Y	
	96.1	1096		5.1 CAMERON	92.7	AJY	
	91.0	1091	2116	5.6 BARRON	87.6	KORTY	
	85.4	1086	2731	4.4 POSKIN	82.0		
	81.0	1081		5.3 ALMENA	77.6		
	75.7	1076	3162	5.3 TURTLE LAKE	72.3		
	70.4	1071		7.5 JOEL	67.0		
	62.9	1065	2377	6.6 AMERY	59.5		
	56.3	1061		8.6 WANDEROOS	52.9		
	47.7	1057	2687	4.9 DRESSER (Jct. Danbury Sub.)	44.3	BJKOP RTWY	
	42.8	1055	2687	9.6 OSCEOLA	39.4	P	
	33.2	1049	1594	5.0 MARINE	29.8		
	28.2	1047	3094	4.5 MAPLE ISLAND	24.8	P	
	23.7	1045	3546	20.3 WITHROW	20.3	JOPQRY	
	3.4	1003	Yard	SHOREHAM	0.0	BCFKPQR TWYZ	

Radio Channels

Channel 1 Road
Channel 3 Ladysmith

NOTE: Between Cameron and Rice Lake trains and engines will operate in accordance with the provisions of Rule 93.

Approach signal — Westward operating approach Signal 24.9 does not indicate track conditions between it and the westward absolute signal at the beginning of CTC Withrow.

ABS in service between MP 39.74 and MP 42.45 between Marine and Osceola.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
EXCEPTIONS:	
MP 39.74—MP 42.45 Between Marine and Osceola	25
MP 48.7—114.1 Between Dresser and Weyerhauser	30
Between Cameron and Rice Lake	10

SLIDE DETECTOR FENCES

Slide detector fences are in service between MP 40 and MP 42 between Marine and Osceola. If slide is detected, a radio will transmit an intermittent tone for five seconds to alert train crews. Automatic Block Signals will also be caused to display Restricted Proceed indications. Trains proceeding on a Restricted Proceed indication should advise Dispatcher if any unsafe condition is noted in the area.

5. TIME APPLIES

Withrow— Junction switch.

83(A). TRAIN REGISTER EXCEPTIONS

- Barron**— Only when directed by train order to register.
- Dresser**— All trains may register by register ticket.
- Withrow**— Only when directed by train order to register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Withrow — Rule 83(B) does not apply if train order signal indicates proceed.

93. YARD LIMITS

West MP	East MP
22.32 Withrow	24.58
Withrow (New Richmond Sub)	430.85
46.71 Dresser	48.69
Dresser (Danbury Sub)	50.03
89.77 Barron	91.93
95.60 Cameron	96.89
Cameron (Rice Lake Line)	102.87
126.27 Ladysmith	132.09
355.47 Ladysmith (Eastern Divn., Superior Sub)	351.75

98. RAILROAD GRADE CROSSINGS

NOTE: †Non-operating approach signals.

Location	Railroad	Signals
MP 96.12-Cameron	C&NW	Auto. Interlocked
†MP 99.82-3 miles west of Rice Lake	C&NW	Auto. Interlocked
MP 129.69-Ladysmith Eastern Divn.		Stop Signs

98(A). Ladysmith—Trains and engines need not stop at railroad crossing stop sign if hand proceed signal is received from an employee of the company who must be standing at the crossing. An understanding must first be reached with the employee who is to give hand proceed signal that he will protect the crossing against any conflicting movements.

103. MOVEMENT OVER PUBLIC CROSSINGS

Rice Lake— All movements of trains, engines and cars over the following streets crossing the main track on the outskirts of Rice Lake, Wisconsin, must be protected by a member of the crew:

- South Street— Approximately 100 feet south of the south switch of track serving the Fink Industry.
- Coleman Street— Approximately 1300 feet south of switch to Penny Spur Track presently serving Shell and Texaco Oil Companies.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Dresser	Barron Sub
Cameron	Withrow-Ladysmith

104. Osceola Industry Park (MP 44.33)

Switch spiked. Arrangements must be made with Withrow section foreman for use.

OPERATION ON FOREIGN TRackage

The Consolidated Code of Operating Rules, Edition of 1980, in addition to the following instructions will govern employees while operating on Minnesota Transfer Railway Company and the St. Paul Union Depot Company trackage:

Rule 93 applies within the limits of St. Paul Union Depot Company and Minnesota Transfer Railway Company.

The limits of the St. Paul Union Depot Company property extend from connection with BN tracks at Third Street and connection with CMSTP&P-BN tracks between Third Street and Division Street on the east to connection with the C&NW and CMSTP&P tracks at Robert Street on the west.

Within the limits of St. Paul Union Depot Company property, trains and engines must not exceed ten (10) miles per hour through crossovers and turn-outs.

The entrance to this property is controlled on the east by signal indication at Third Street or verbal authority from BN East Hump Dispatcher at Northtown Yard and on the west by signal indication or verbal authority from the CMSTP&P control operator at St. Paul Yard.

Northward train and engine movements from C&NW trackage South St. Paul must contact C&NW operator at South St. Paul who will advise BN East Hump Dispatcher at Northtown Yard.

Southward or westward train and engine movements from BN or joint CMSTP&P-BN trackage must contact BN East Hump Dispatcher at Northtown Yard.

Eastward train and engine movements from C&NW trackage at Western Avenue must contact CMSTP&P control operator at St. Paul Yard.

Control operators at CNW South Park and BN East Hump Dispatcher at Northtown Yard will coordinate these movements.

A manually controlled interlocking governs the northward and southward movements over the CMSTP&P crossing at Robert Street and is interconnected with the CTC system controlled by control operator at St. Paul Yard. Phone to St. Paul Yard control operator is located on pole next to signal bungalow.

Milwaukee Road bulletins applicable to the St. Paul Union Depot area will be posted on all C&NW and Soo Line bulletin boards.

INDUSTRIAL TRACKS AND OTHER TRACKS
NOT SHOWN AS STATIONS IN TIMETABLE

Station Number	Switch at	Mile Post Locations
PAYNESVILLE SUBDIVISION		
		Minneapolis 0.0
3985	New Hope West end	8.3
4005	Plymouth East end	9.1
4010	Heney West end	12.1
4018	Mannix Spur West end	17.4
4031	Dickinson Spur West end	31.08
NORTHFIELD SUBDIVISION		
3803	Crystal Spur Both ends	7.57
3804	New Hope Spur Both ends	8.58

Station Number	Switch at	Mile Post Locations
BEMIDJI SUBDIVISION		
7248	Bain East end	288.7
7261	Shovel Lake West end	302.4
7314	Cass Lake Various	On BN Joint track
7320	Potlatch Spur East end	On BN Joint track
NEW RICHMOND SUBDIVISION		
0109	Wheaton-Peaking Plant Spur. West end	356.9
1007	Spur 6 East end	6.0
1019	Husby Spur East end	9.5
1024	North Lexington Ind. Park East end	9.8
1035	White Bear Lake Spur 17 East end	16.71
BARRON SUBDIVISION		
1056	Osceola Ind. Park East end	44.33
1122	Bruce Pit Spur East end	122.0
CARRINGTON SUBDIVISION:		
4348	Siding 348 Both ends	348.8
4900	Frazier (Old Clements ville Line) East end	314.1
PORTAL SUBDIVISION:		
4465	Minot Gravel Pit East end	464.9
BISBEE SUBDIVISION:		
6502	Barks Spur (Egeland, on old Armourdale line) East end	463.0
6225	Spur 531 East end	531.9
6265	Chola East end	572.0
WHITETAIL SUBDIVISION:		
4714	Stampede Both ends	On BN Joint track
4715	Kincaid Both ends	On BN Joint track
4718	Columbus East end	On BN Joint track
4720	Larson Various	On BN Joint track
4721	Larson Mine Both ends	On BN Joint track
4729	Noonan, N.D. Various	On BN Joint track
4776	Westby Gravel Pit East end	617.8
WISHEK SUBDIVISION:		
8012	BN Spur (Lidgerwood) East end	216.42
8203	Stewartdale West end	408.7
MISSOURI RIVER SUBDIVISION:		
8268	Coal Creek Jct. Wye	508.9
8270	Falkirk Mining Jct. Wye	506

WESTWARD

Milepost Location	Station Numbers	Distance from Glenwood	Siding Length	STATIONS	Rule 6(A)
120.3	4120	0.0	Yard	GLENWOOD 9.0	BCFLJKP QRTWYZ
129.3	4129	9.0	5120	LOWRY 5.6	
134.9	4135	14.6	3264	FARWELL 4.4	
139.3	4139	19.0	4146	KENSINGTON 5.9	Q
145.2	4145	24.9	4752	HOFFMAN 7.5	PW
152.7	4153	32.4	3879	BARRETT 7.5	
160.2	4159	39.9	4648	ELBOW LAKE 6.9	OPW
167.1	4166	46.8	3974	WENDELL 10.0	
177.1	4176	56.8	5982	NASHUA 1.8	P
178.9		58.6		B.N. JCT. 5.2	AJP
184.1	4183	63.8	3265	TENNEY 7.3	P
191.4	4191	71.1	5096	FAIRMOUNT 4.2	OPW
195.6		75.3		VEBLEN JCT. (Jct. Veblen Sub.) 1.8	JPT
197.4	4197	77.1	3397	OSWALD 8.2	
205.6	4205	85.3	5234	HANKINSON (Jct. Wishek Sub.) 7.7	BFJKOP QRTWY
213.3	4212	93.0	3486	MANTADOR 6.9	
220.2	4219	99.9		*MOSELLE 3.4	
223.6	4223	103.3	7760	WYNDMERE 11.9	MP
235.5	4235	115.2	4388	MCLEOD 13.4	P
248.9	4248	128.6	3942	ANSELM 8.4	AP
257.3	4256	137.0	Yard	ENDERLIN	BCFKP QRTWY

EASTWARD

Radio Channels

Channel 1 Road
Channel 2 Glenwood

*Spur-switch on West end.

SPEED RESTRICTIONS

MPH

MAXIMUM SPEED	40
EXCEPTIONS:	
Fairmount—on new industry track	5
Engines must not operate beyond road crossing.	
MP 205.8—Hankinson, over Cannon St., 1st crossing west of depot	10
MP 205.9—Hankinson, through Junction switch	10
MP 252.6—BN Crossing, 3.7 miles west of Anselm, until crossing is occupied	20

83(A). TRAIN REGISTER EXCEPTIONS

Hankinson—Only trains originating or terminating will register. Burlington Northern trains may register by Register Ticket when operator on duty.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

B.N. Jct. — Burlington Northern trains originating at B.N. Jct. will obtain Soo Line R.R. clearance at Breckenridge and will not require an initial clearance at B.N. Jct.
Veblen Jct. — Rule 83(B) does not apply.

93. YARD LIMITS

West MP	East MP
123.46 Glenwood	117.70
122.36 Glenwood (Detroit Lakes Sub)	
206.68 Hankinson	203.60
208.00 Hankinson (Wishek Sub)	
260.00 Enderlin	253.75

98. RAILROAD GRADE CROSSINGS

NOTE:
†Non-operating approach signals.
††Operating approach signals that do not indicate condition of track between approach signal and absolute signal.

Location	Railroad	Signals
††MP 178.87-B.N. Jct.	B.N.	Auto. Interlocked
††MP 223.19-Wyndmere	B.N.	Auto. Signals and Gate
†MP 252.61-3.7 miles west of Anselm	B.N.	Auto. Interlocked

103. MOVEMENT OVER PUBLIC CROSSINGS

At Kensington—all movements over Central Ave. on the southerly industry track crossing by switch crews or train crews shall be preceded by a member of the train or switch crew on the crossing to warn highway traffic of impending train or engine movement over the crossing. This applies whether an engine is leading or cars are leading.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Veblen Jct.	Elbow Lake Sub
Hankinson	Elbow Lake Sub
B.N. Jct.	Elbow Lake Sub

104. The following main track switches may be left lined and locked in either the normal or reverse position:

Glenwood—Old Main-New Main switch located approximately 1,000 feet east of Glenwood Depot.

104(A). At Tenney—The switch at the west end of the siding leading into the elevator track must be left lined for movement on the elevator track.

221. TRAIN ORDER SIGNALS

Hankinson—Governs Elbow Lake Subdivision trains only.

275. LOCATION OF DUAL CONTROL SWITCHES

Glenwood

Glenwood

(Controlled by Glenwood Operator)

TRAIN DEFECT DETECTORS

Location	Type	Readout
MP 156.60 between Barrett and Elbow Lake	Hot Box	Radio Talker
MP 240.45 between McLeod and Anselm	Hot Box Drag. Equip. Hot Wheel	Radio Talker

CARRINGTON SUB

CARRINGTON SUB 37

WESTWARD	Milepost Location	Station Numbers	Distance from Enderlin	Siding Length	STATIONS	Rule 6(A)	EASTWARD
	257.3	4250	0.0	Yard	ENDERLIN	BCFKPQ RTWY	
265.3	4264	8.0	3277	LUCCA	A		
270.5	4270	13.2	3330	FINGAL			
276.2	4275	18.9		CUBA	Q		
279.8	4279	22.5	3126	SIDING 280	MP		
287.1	4286	29.9	5040	VALLEY CITY	OPW		
300.8	4300	43.6	3298	ROGERS	MP		
306.7	4306	49.5	3365	LEAL	Q		
314.9	4314	57.7	5915	WIMBLEDON	TY		
321.1	4320	63.9	3324	COURTENAY			
330.7	4330	73.5	5951	KENSAL	P		
343.7	4343	86.5	2259	BORDULAC			
352.4	4352	95.2	5881	CARRINGTON	MOPQWY		
367.5	4367	110.3	3277	CATHAY			
373.2	4372	116.0		EMRICK			
379.8	4379	122.6	5767	FESSENDEN			
386.2	4385	129.0	2373	MANFRED			
396.5	4396	139.2	Yard	HARVEY	BCFKPQ RTWY		

104(A). At Valley City—Soo Line-BN interchange track limits are designated as follows:

300 feet east of curve on downtown track to and including old designated interchange tracks.

Cars placarded flammable gas or explosive will be left on the Soo end of the interchange. Other cars may be left on the BN end of the interchange. No cars are to be left standing on Sheyenne River Bridge.

TRAIN DEFECT DETECTORS

Location	Type	Readout
MP 305.1 between Rogers and Leal	Hot Box	Monitor Display Board
MP 360.2 between Carrington and Cathay	Hot Box	Radio Talker

ENGINE RESTRICTIONS — WIMBLEDON

Locomotives with six-wheel trucks will not be operated on the middle transfer track at Wimbledon.

Four-axle locomotives exceeding a total weight of 267,000 lbs. and six-axle locomotives except Unit No. 2381 (SD-9) will not be operated on trackage to Frazier.

VEBLEN SUB

WESTWARD	Milepost Location	Station Numbers	Siding Length	STATIONS	Rule 6(A)	EASTWARD
	195.6				VEBLEN JCT.		JPT
201.1	4610			LaMARS		
208.8	4618			ROSHOLT	0	
213.8	4623			VICTOR		
218.3	4627			NEW EFFINGTON		
223.4	4633			HAMMER		
227.4	4636			CLAIRE CITY		
236.3	4646			VEBLEN	TY	

Radio Channel 1

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
EXCEPTIONS:	
Valley City—on Uptown Track over first curve crossing highway and two curves at bridge	5
Valley City—on Soo Line-BN interchange track	10
MP 294.0—MP 297.0 Between Valley City and Rogers	30
MP 314.5—MP 314.9 Wimbledon	20
MP 330.7—Kensal, trains using siding, over first crossing east of depot	5

93. YARD LIMITS

West MP	East MP
260.00 Enderlin	253.75
316.78 Wimbledon	313.48
353.55 Carrington	351.40
398.29 Harvey	392.50

98. RAILROAD GRADE CROSSINGS

NOTE:

- †Non-operating approach signals.
- ††Operating approach signals that do not indicate condition of track between approach signal and absolute signal.

Location	Railroad	Signals
††MP 265.21-Lucca	B.N.	Auto. Interlocked
††MP 300.80-Rogers	B.N.	Auto. Signals and Gate
†MP 353.26-0.9 miles west of Carrington	B.N.	Auto. Signals and Gate

Radio Channel 1

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	30
EXCEPTIONS:	
MP 210—MP 226 Between Rosholt and Claire City	10
MP 226—MP 236.3 Between Hammer and Veblen	20

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Veblen Jct. — Rule 83(B) does not apply.

93. YARD LIMITS

West MP	East MP
236.48 Veblen	235.68

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Veblen Jct.	Elbow Lake Sub

104(A). At Rosholt—East and west house track switches must be left lined and locked for the house track.

ENGINE RESTRICTIONS

- Do not operate four-axle locomotives exceeding a total weight of 267,000 lbs.
- Do not operate six-axle locomotives except Unit No. 2381 (SD-9).

WESTWARD ↓	Milepost Location	Station Numbers	Distance from Harvey	Siding Length	STATIONS	Rule 6(A)	EASTWARD ↑
	396.5	4396	0.0	Yard	HARVEY 9.2	BCFKPQ RTWY	
405.6	4405	9.2	4698	MARTIN 7.2			
412.8	4412	16.4	2634	ANAMOOSE 6.7			
419.5	4419	23.1	4145	DRAKE (Jct. Devils Lake & Missouri River Subs.) 7.9	BJKO PQTWY		
427.4	4427	31.0	2498	BALFOUR 9.4			
436.8	4436	40.4		BERGEN 5.8	Q		
442.6	4442	46.2	4713	VOLTAIRE 5.1	TY		
447.6	4447	51.3	2893	VELVA 6.0			
453.7	4453	57.3	3293	SAWYER 13.3			
467.0		70.6	4577	SIDING 466 1.9	Y		
468.9	4468	72.5		MINOT 0.4	BFKOPQ TWTYZ		
469.3		72.9		SOO TOWER 9.6	CIQPY		
476.5	4476	80.1	2684	BURLINGTON 10.0			
486.5	4486	90.1	4684	FOXHOLM 8.4	Q		
494.9	4494	98.5		CARPIO 9.3			
504.2	4503	107.8	2228	DONNYBROOK 14.6	BJKO PTWY		
518.8	4518	122.4	3343	KENMARE (Jct. Bisbee Sub.) 12.1	AQ		
530.9	4530	134.5	2185	BOWBELLS 9.5	JPTY		
540.4	4540	144.0	3681	FLAXTON (Jct. Whitetail Sub.) 9.8	BFKOP QRTWY		
550.2	4549	153.8	Yard	PORTAL			

Radio Channel 1

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40
EXCEPTIONS:	
MP 396.8—Harvey, Highway 3 crossing until crossing is occupied	10
Voltaire—On Consolidated Coal Trackage (beginning at tail of wye) and C.F. Industries trackage	5
MP 468.0—MP 469.18, Minot, between 9th Street and east absolute signal Soo Tower	10
Restriction applies only while head end of movement is passing through these limits.	
MP 550.2—Portal, over wheel checker	20

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Drake — Rule 83(B) does not apply if train order signal indicates proceed.

93. YARD LIMITS

West MP	East MP
398.29 Harvey	392.50
420.97 Drake	418.44
Drake (Devils Lake Sub)	520.14
419.96 Drake (Missouri River Sub)	
444.33 Voltaire	441.49
472.23 Siding 466 — Minot — Soo Tower	465.20
520.74 Kenmare	517.68
Kenmare (Bisbee Sub)	604.28

93. YARD LIMITS

West MP	East MP
541.00 Flaxton	539.15
541.73 Flaxton (Whitetail Sub)	
550.28 Portal	548.42

98. RAILROAD GRADE CROSSINGS

NOTE:
 †Non-operating approach signals.
 ††Operating approach signals that do not indicate condition of track between approach signal and absolute signal.

Location	Railroad	Signals
†MP 469.28—Soo Tower (in Minot) . . .	B.N.	Interlocked
††MP 529.88—1 mile east of Bowbells	B.N.	Auto Interlocked

101. At Voltaire — Consolidated Coal trackage west of C.F. Industries switch can be used for empties only.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Drake	(2) Portal Sub
Kenmare	Portal Sub
Flaxton	Portal Sub

104. At Portal the east switch may be left lined and locked in either the normal or reverse position.

109. ADDITIONAL BULLETIN OR GENERAL ORDER BOARDS

B.N. General Order boards are located at Portal, Kenmare and Westby for Soo Line crews operating over the B.N.

221. TRAIN ORDER SIGNALS

Drake—Governs Portal and Missouri River Subdivision trains only.
Kenmare—Governs Portal Subdivision trains only.

808(E). At Anamoose cars spotted for loading at east elevator may foul siding at house track east switch.

TRAIN DEFECT DETECTORS

Location	Type	Readout
MP 436.6 Bergen	Hot Box Drag. Equip. Hot Wheel	Monitor Display Board
MP 509 between Donnybrook and Kenmare	Hot Box Drag. Equip.	Monitor Display Board
MP 550.2 Portal	Wheel Checker Drag. Equip.	Recorder in Depot Office

WHEEL CHECKER AND DRAGGING EQUIPMENT DETECTOR AT PORTAL - MP 550.2

When recorder indicates a defective wheel condition or dragging equipment condition, operator or clerk at Portal will notify carmen or train crew to make necessary inspection of specified car or cars.

ENGINE RESTRICTIONS

At Drake locomotives cannot be operated beyond clearance point of track 15 (loading platform track).

At Flaxton — The wye can be used by locomotives only.

DEVILS LAKE SUB

DEVILS LAKE SUB

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W E S T W A R D ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance from Drake	Rule 6(A)	E A S T W A R D ↑
						BCFJKP QRTUWYZ	
	306.4	5185	Yard	T R FALLS 13.6	214.7		
	320.0	6014	3166	VIKING 10.1	201.1		
	330.1	6024		RADIUM 7.8	191.0		
	337.9	6032	2058	WARREN 5.7	183.2	AW	
	343.6	6037		MARCH 4.5	177.5		
	348.1	6042	3069	ALVARADO 6.4	173.0		
	354.5	6048	2380	OSLO 3.9	166.6		
	358.4	6052		POLAND 5.8	162.7		
	364.2	6058	1680	ARDOCH 5.9	156.9	U	
	370.1	6064		FOREST RIVER 6.4	151.0	U	
	376.5	6070		OPS 3.3	144.6		
	379.8	6073		CONWAY 9.2	141.3	A	
	389.0	6083	Yard	FORDVILLE (Jct. Bisbee Sub.) 8.8	132.1	BJKOP RTWY	
	397.8	6309		DAHLEN 8.7	123.3		
	406.5	6317		WHITMAN 4.9	114.6		
	411.4	6322		*PELTO 4.4	109.7		
	415.8	6327		SARDIS 10.9	105.3	U	
	426.7	6338		SOUTHAM 5.2	94.4		
	431.9	6343		ROHRVILLE 4.1	89.2		
	436.0	6347		*ESSEX 5.3	85.1		
	441.3	6352	Yard	DEVILS LAKE 11.3	79.8	ABKOP RUWY	
	452.6	6364		RAMSEY 7.4	68.5		
	460.0	6371		TILDEN 12.7	61.1		
	472.7	6384		HARLOW 6.0	48.4		
	478.7	6391		BAKER 7.3	42.4		
	486.0	6398		FILLMORE 5.5	35.1		
	491.5	6404		SILVA 5.6	29.6		
	497.1	6409		BALTA 7.9	24.0		
	505.0	6417		ORRIN 8.1	16.1		
	513.1	6425		*FUNSTON 8.0	8.0	A	
	521.1	4419	Yard	DRAKE	0.0	BJKOP QRTWY	

Radio Channel 1

*Spur-switch at East end.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	25
EXCEPTIONS:	
MP 337.9—BN Crossing, Warren, until crossing is occupied	20
MP 348.1—Over Boundary and Marshall Streets Alvarado	5
MP 379.8—BN Crossing, Conway, until crossing is occupied	20
MP 391.0—Fordville Junction Switch	10
MP 395.8—Over Bridge W-396-A, 2 miles east of Dahlen	10
(Enginemen must avoid application of brakes while any part of train is on bridge.)	
MP 406.9—Whitman, Highway Crossing until crossing is occupied	20

SPEED RESTRICTIONS - CONT.

MPH

MP 415.8—Sardis, between house track switches	10
MP 440.8—MP 442.5 Devils Lake, from road crossing 1120 feet east of east siding switch to road crossing 4300 feet west of west siding switch	10
MP 445.3—BN Crossing, 4 miles west of Devils Lake, until crossing is occupied	20
MP 515.3—BN Crossing, 2.2 miles west of Funston, until crossing is occupied	20

83(A). TRAIN REGISTER EXCEPTIONS

Devils Lake—Only trains originating or terminating will register.

Fordville — Only trains originating or terminating will register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Fordville — Rule 83(B) does not apply if train order signal indicates proceed.

93. YARD LIMITS

West MP	East MP
311.90 T.R. Falls	304.71
311.13 T.R. Falls (Noyes Sub)	
391.17 Fordville	388.04
391.17 Fordville (Bisbee Sub)	
442.96 Devils Lake	440.15
420.97 Drake (Portal Sub)	418.44
	Drake (Devils Lake Sub) 520.14
419.96 Drake (Missouri River Sub)	

98. RAILROAD GRADE CROSSINGS

NOTE: †Non-operating approach signals.

Location	Railroad	Signals
MP 309.55-T.R. Falls	B.N.	Gate
(Normal position is against B.N.)		
†MP 337.99-Warren	B.N.	Auto. Interlocked
MP 364.79-Ardoch	B.N.	Stop Signs
MP 370.66-Forest River	B.N.	Stop Signs
†MP 380.55-Conway	B.N.	Auto. Interlocked
MP 417.60-1.8 miles west of Sardis	B.N.	Stop Signs
MP 441.89-Devils Lake	B.N.	Stop Signs
†MP 445.62-4.0 miles west of Devils Lake	B.N.	Auto. Interlocked
†MP 515.55-2.2 miles west of Funston	B.N.	Auto. Interlocked

103(C). PLACING CARS NEAR ROAD CROSSINGS

At Alvarado cars must not be placed closer than 150 feet from the edge of the traveled roadway of Highway 220.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Drake	Portal Sub
Fordville	Bisbee Sub
TR Falls	Portal Sub

104. At Devils Lake—the house track is designated as additional interchange track.

When there are more cars to be interchanged to the Burlington Northern than the transfer track will hold, the transfer track will be filled to capacity clearing the transfer track east switch.

Additional cars to be interchanged beyond the capacity of the interchange track will be left on the west end of Soo Line house track with the west cars at the main track clearance point.

40 DEVILS LAKE SUB

Under such conditions the transfer track east switch and house track west switch will be left lined and locked for a continuous movement from the transfer track to the main track to the house track.

Trains arriving at Devils Lake expect to find switches lined as above described.

Unless the house track is being used for surplus interchange movement, transfer track east switch and house track west switch will be left lined in normal position.

104(A). At Viking—East and west house track switches must be left lined and locked for the house track.

At Alvarado—East and west house track switches must be left lined and locked for the house track.

At Forest River—the siding is designated as an extension of the present interchange track between the Burlington Northern and Soo Line Railroad. Switches at the west end of the yard will be left lined from the Burlington Northern interchange track to the siding. Targets have not been changed.

221. TRAIN ORDER SIGNALS

Drake—Governs Portal and Missouri River Subdivision trains only.

TRAIN DEFECT DETECTORS

Location	Type	Readout
MP 309.47 West End	Wheel Checker	Monitor
T.R. Falls	Drag. Equip.	Display Board

ENGINE RESTRICTIONS

Four-axle locomotives exceeding a total weight of 267,000 lbs. and six-axle locomotives except Unit No. 2381 (SD-9) will not be operated on this subdivision except:

Any type of locomotive may be operated within yard limits at T.R. Falls and Drake at a speed not to exceed ten miles per hour (10 MPH).

At Drake locomotives cannot be operated beyond clearance point of track 15 (loading platform track).

BISBEE SUB

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Distance from Kenmare	Rule
						6(A)
	389.0	6083	Yard	FORDVILLE	217.0	BJKOP RTWY
	398.7	6092		9.7 LANKIN	207.3	
	409.2	6103		10.5 ADAMS	196.8	
	417.9	6112		8.7 FAIRDALE	188.1	
	426.6	6120		8.7 NEKOMA	179.4	
	435.1	6129		8.5 LOMA	170.9	
	443.0	6137		7.9 ALSEN	163.0	U
	453.5	6147		10.5 CALIO	152.5	
	461.0	6155		7.5 EGELAND	145.0	TU
	474.0	6168		13.0 BISBEE	132.0	BKPRUY
	479.5	6173		5.5 AGATE	126.5	
	485.1	6179		5.6 MYLO	120.9	
	495.8	6189		10.7 ROLETTE	110.2	
	503.9	6198		8.1 FONDA	102.1	
	509.9	6203	Yard	6.0 OVERLY	96.1	
	519.5	6213		9.6 OMEMEE	86.5	U
	526.0	6220		6.5 GARDENA	80.0	
	535.5	6229		9.5 KRAMER	70.5	
	544.5	6238		9.0 RUSSELL	61.5	U
	551.8	6245		7.3 *ECKMAN	54.2	
	559.1	6253		7.3 *HURD	46.9	
	566.6	6260		7.5 LANSFORD	39.4	U
	576.1	6270		9.5 GRANO	29.9	
	582.6	6276		6.5 GREENE	23.4	
	590.7	6284		8.1 TOLLEY	15.3	
	597.3	6291		6.6 NORMA	8.7	
	606.0	4518	Yard	8.7 KENMARE	0.0	BJKO PRTWY

Radio Channel 1

*Spur-switch at East end.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	25
EXCEPTIONS:	
MP 409.2—Adams, over highway 710 crossing until crossing is occupied	10
MP 418.3—Fairdale, over Main Street crossing until crossing is occupied	5
MP 605.8 Kenmare—Over 4th street NW crossing until crossing is occupied	10

83(A). TRAIN REGISTER EXCEPTIONS

Bisbee — Only trains originating or terminating will register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Fordville—Rule 83(B) does not apply if train order signal indicates proceed.

BISBEE SUB

93. YARD LIMITS

West MP	East MP
391.17 Fordville	
391.17 Fordville (Devils Lake Sub)	388.04
475.46 Bisbee	472.99
Kenmare	604.28
520.74 Kefmare (Portal Sub)	517.68

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
MP 446.62-3.4 miles west of Alsen	B.N.	Stop Signs
MP 460.87-Egeland	B.N.	Stop Signs
MP 474.04-Bisbee	B.N.	Stop Signs
MP 519.54-Omemee	B.N.	Stop Signs
MP 542.20-2.5 miles east of Russell	B.N.	Stop Signs
MP 566.74-Lansford	B.N.	Stop Signs

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Kenmare	Portal Sub
Egeland	Kenmare - Fordville
Fordville	Bisbee Sub

105. Rule 105 applies on Barks Spur (Egeland).

ENGINE RESTRICTIONS

Four-axle locomotives exceeding a total weight of 267,000 lbs. and six-axle locomotives except Unit No. 2381 (SD-9) will not be operated on this subdivision except:

Any type of locomotive may be operated within yard limits at Kenmare at a speed not to exceed ten miles per hour (10 MPH).

WHITETAIL SUB

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Flaxton	Portal Sub
Lignite Jct.	B.N.

109. ADDITIONAL BULLETIN OR GENERAL ORDER BOARDS

B.N. General Order boards are located at Portal, Kenmare and Westby for Soo Line crews operating over the B.N.

ENGINE RESTRICTIONS

Four-axle locomotives exceeding a total weight of 267,000 lbs. and six-axle locomotives except Unit No. 2381 (SD-9) will not be operated on this subdivision except:

Any type of locomotive may be operated within yard limits at Flaxton at a speed not to exceed ten miles per hour (10 MPH).

At Flaxton — The wye can be used by locomotives only.

WHITETAIL SUB

41

W E S T W A R D	Milepost Location	Station Numbers	Distance from Flaxton	Siding Length	STATIONS	Rule 6(A)	↑ E A S T W A R D
	540.4	4540	0.0	Yard	FLAXTON	JPTY	
	549.9	4710	9.5		RIVAL	Y	
	551.2		10.8		LIGNITE JCT.	JY	
BETWEEN LIGNITE JCT. AND CROSBY BE GOVERNED BY B.N. TIME TABLE AND RULES.							
	581.5	4741	43.6		CROSBY	RWY	
	590.8	4750	52.9		AMBROSE		
	597.2	4757	59.3		COLGAN		
	604.9	4764	67.0		FORTUNA		
	611.4	4771	73.5		ALKABO		
	620.2	4780	82.3		WESTBY	BRY	
	630.1	4790	92.2		COMERTOWN		
	638.1	4798	100.2		DOOLEY		
	646.8	4806	108.9		RAYMOND		
	656.3	4816	118.4		OUTLOOK	T	
	664.3	4824	126.4		DALEVIEW		
	676.4	4836	138.5	1965	WHITETAIL	TWY	

Radio Channel 1

SPEED RESTRICTIONS

MAXIMUM SPEED MPH

..... 25

EXCEPTIONS:

MP 541.0—MP 551.2 Between Flaxton and Lignite Jct. 10

Crosby—All Soo Line trackage 5

MP 590.8 Ambrose—State Highway No. 42 Crossing until crossing is occupied 10

MP 581.5—MP 591.5 Between Crosby and Colgan 10

MP 632.6—MP 677.6 Between Comertown and Whitetail 20

Columbus Spur, Highway No. 5—Stop on track circuit 75 feet from crossing. Proceed when crossing signals operate.

Columbus Spur and in Columbus Yard 10

83(A). TRAIN REGISTER EXCEPTIONS

Crosby—Only trains originating or terminating will register.

Westby—Only trains originating or terminating will register.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Flaxton — Rule 83(B) does not apply.

Lignite Jct. — Westward trains operating beyond Lignite Jct. will obtain Burlington Northern clearance at Portal or Kenmare.

Crosby — Eastward trains operating beyond Crosby will obtain Burlington Northern clearance at Whitetail, Westby, or Crosby.

93. YARD LIMITS

West MP	East MP
541.73 Flaxton	
541.00 Flaxton (Portal Sub)	539.15
550.94 Rival-Lignite Jct.	549.58
583.01 Crosby	581.80
620.90 Westby	619.30
676.83 Whitetail	675.99

WESTWARD

EASTWARD

Milepost Location	Station Numbers	Siding Length	STATIONS	Rule 6(A)
205.6	4205	Yard	HANKINSON 12.2	BFJKO PQRTWY
217.8	8012	1556	LIDGERWOOD 5.7	
223.5			GENESEO JCT. 0.5	J
224.0	8018		GENESEO 17.4	
241.4	8035	1644	FORMAN 7.0	
248.4	8043		COGSWELL 15.5	
263.9	8058	1648	OAKES 2.9	UWY
266.8	8061		NORWAY 13.9	
280.7	8075		FULLERTON 7.9	
288.6	8083		MONANGO CROSSING 8.9	
297.5	8092		MERRICOURT 12.7	
310.2	8104	2355	KULM 7.1	
317.3	8111		FREDONIA 13.3	
330.6	8125	3784	LEHR 10.4	
341.0	8135	Yard	WISHEK (Jct. Pollock Sub.) 10.0	BJKOP RTWY
351.0	8145		BURNSTAD 11.3	
362.3	8156		NAPOLEON 10.0	
372.3	8166		KINTYRE 6.9	
379.2	8173		BRADDOCK 13.3	
392.5	8186		MOFFIT 6.0	U
398.5	8193		*BRITTIN 21.6	
420.1	8214	Yard	BISMARCK	ABFJKO PQRTWY

Radio Channel 1

*Spur-switch at East end.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	25
EXCEPTIONS:	
MP 288.9—MP 313.8 Between Monango Crossing and Fredonia	10
MP 330.6 Lehr, over main street crossing	10
MP 350.9 Burnstad—Eastward trains over street crossing located just east of station sign until crossing is occupied	10
MP 356.5—MP 420.1 Between Burnstad and Bismarck	20
MP 418.0 BN Crossing, Bismarck	10

83(A). TRAIN REGISTER EXCEPTIONS

Hankinson—Burlington Northern trains may register by Register Ticket when operator on duty.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Geneseo Jct. — Burlington Northern trains originating at Geneseo Jct. will obtain Soo Line R.R. clearance at Aberdeen and will not require an initial clearance at Geneseo Jct.

93. YARD LIMITS

West MP	East MP
208.00 Hankinson	
206.68 Hankinson (Elbow Lake Sub)	203.60
264.28 Oakes	263.46
342.22 Wishek	340.40
342.15 Wishek (Pollock Sub)	
420.10 Bismarck (Wishek Sub)	417.18
560.50 Bismarck (Missouri River Sub)	557.65

98. RAILROAD GRADE CROSSINGS

NOTE: †Non-operating approach signals.

Location	Railroad	Signals
MP 264.06-Oakes	C.&N.W.	Stop Signs
MP 390.35-1.5 miles east of Moffit	B.N.	Stop Signs
†MP 417.96-Bismarck	B.N.	Auto. Interlocked

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Hankinson	Elbow Lake Sub
Geneseo Jct.	Wishek Sub
Wishek	Wishek Sub
Bismarck	Wishek Sub

104(A). At Lidgerwood— East house track switch must be left lined and locked for the house track.

At Kulm—East house track switch must be left lined and locked for the house track.

221. TRAIN ORDER SIGNALS

Hankinson—Governs Elbow Lake Subdivision trains only.

808(E). At Oakes in order to provide additional empties to Shafer Seed Company of Oakes, house track west switch must be left lined for the main track, but empties may be left on house track up to switch points and fouling normal main track clearance.

ENGINE RESTRICTIONS

Four-axle locomotives exceeding a total weight of 267,000 lbs. and six-axle locomotives except Unit No. 2381 (SD-9) will not be operated on this subdivision except:

Any type of locomotive may be operated within yard limits at Hankinson at a speed not to exceed ten miles per hour (10 MPH).

POLLOCK SUB

NEW TOWN SUB

43

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Rule 6(A)	↑ EASTWARD
	341.0	8135	Yard	WISHEK 10.5	BJKO PRTWY	
	351.5	8310		*DANZIG 9.3		
	360.4	8319		ASHLEY 8.8	W	
	369.2	8329		VENTURIA 9.6		
	378.8	8338		MADRA 19.3	U	
	398.1	8357		HERREID 12.6		
	410.2	8370	Yard	POLLOCK	TWY	

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Rule 6(A)	↑ EASTWARD
	466.7	9048	Yard	MAX 11.2	BJKOP QRTWY	
	477.9	9059		DOUGLAS 8.9		
	486.8	9068		RYDER 6.7		
	493.5	9075		MAKOTI 4.8		
	498.3	9079	1809	PRAIRIE JCT. 3.8	JTY	
	502.1	9084		PLAZA	Y	
	498.3	9079	1809	PRAIRIE JCT. 3.3	JTY	
	501.6	9083		WABEK 8.9		
	510.5	9092	1453	PARSHALL 19.1	W	
	529.6	9111	Yard	NEW TOWN	TY	

Radio Channel 1

*Spur-switch at West end.

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	20

93. YARD LIMITS

West MP	East MP
342.15 Wishek	
342.22 Wishek (Wishek Sub)	340.40
410.27 Pollock	409.32

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
MP 378.93-Madra	B.N.	Stop Signs

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Wishek	Wishek Sub

104(A). At Ashley — The normal position of the west house track switch will be lined and locked for the house track.

S-225. Absolute Block Register Territory is in use on the Pollock Subdivision. Register book is located at Wishek.

ENGINE RESTRICTIONS

Four-axle locomotives exceeding a total weight of 267,000 lbs. and six-axle locomotives except Unit No. 2381 (SD-9) will not be operated on this subdivision.

Radio Channel 1

SPEED RESTRICTIONS	MPH
MAXIMUM SPEED	40

EXCEPTIONS:

MP 498.3-MP 502—Between Prairie Jct. and Plaza	10
MP 517-MP 530—Between Parshall and New Town	25

NOTE: Between Prairie Jct. and Plaza trains and engines will operate in accordance with the provisions of Rule 93.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Max — Rule 83(B) does not apply if train order signal indicates proceed.

93. YARD LIMITS

West MP	East MP
467.70 Max	
467.70 Max (Missouri River Sub)	465.60
499.12 Prairie Jct.	497.91
502.39 Prairie Jct. (to and including Plaza)	
530.32 New Town	528.26

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Max	Missouri River Sub
Prairie Jct.	Max-New Town

44 MISSOURI RIVER SUB

MISSOURI RIVER SUB

WESTWARD ↓	Milepost Location	Station Numbers	Siding Length	STATIONS	Rule 6(A)	↑ EASTWARD
	418.5	4419	Yard	DRAKE 8.4	BJKO PQRTWY	
	426.9	9008		KIEF 8.4		
	435.3	9017	4011	BUTTE 8.4		
	441.7	9023		*KONGSBERG 7.0		
	448.7	9030	3484	RUSO 7.7		
	456.4	9038		BENEDICT 10.3		
	466.7	9048	Yard	MAX 14.5 (Jct. New Town Sub.)	BJKOP QRTWY	
	481.2	8291	2391	GARRISON 5.6		
	486.8	8286	3104	CUSTER 8.7		
	495.5	8279		COLEHARBOR 3.5		
	499.0	8276		RIVERDALE JCT. 3.8		
	502.8	8272		UNDERWOOD 6.8	W	
	509.6	8266		FALKIRK 6.2		
	515.8	8259	1371	WASHBURN 5.7		
	521.5	8256		MERIDA 11.6		
	533.1	8242	1760	WILTON 9.4	W	
	542.5	8232		BALDWIN 7.5		
	550.0	8225		ARNOLD 10.5	Y	
	560.5	8214	Yard	BISMARCK	BFJKOP QRTWY	

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

Location	Switch Lined For
Drake	Portal Sub
Max	Missouri River Sub
Bismarck	Wishek Sub

221. TRAIN ORDER SIGNALS

Drake—Governs Portal and Missouri River Subdivision trains only.

ENGINE RESTRICTIONS

Four-axle locomotives exceeding a total weight of 267,000 lbs. and six-axle locomotives except Unit No. 2381 (SD-9) will not be operated on this subdivision except:

Any type of locomotive may be operated within yard limits at Drake at a speed not to exceed ten miles per hour (10 MPH).

At Drake locomotives cannot be operated beyond clearance point of track 15 (loading platform track).

Radio Channel 1

*Spur-switch at East end.

SPEED RESTRICTIONS	MPH
Drake—MP 433	40
MP 433—MP 441.7	25
MP 441.7—MP 446	40
MP 446—MP 467 (Max)	25
MP 467 (Max)—MP 471	20
MP 471—MP 523	25
Garrison—First crossing West of MP 481 until crossing is occupied	10
MP 502.7 Underwood—Over Lincoln Ave.	5
MP 523—MP 531	20
MP 531—Bismarck	25

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Drake — Rule 83(B) does not apply if train order signal indicates proceed.

93. YARD LIMITS

West MP	East MP
420.10 Bismarck (Wishek Sub)	417.18
560.50 Bismarck (Missouri River Sub)	557.65
550.98 Arnold	548.83
467.70 Max	465.60
467.70 Max (New Town Sub)	
420.97 Drake (Portal Sub)	418.44
Drake (Devils Lake Sub)	520.14
419.96 Drake (Missouri River Sub)	

NOTE: Where station names on a subdivision page are printed in non-boldface *ITALICS*, it indicates that station is not a part of the subdivision, but is shown for information or clarity purposes only.

Consolidated Code of Operating Rules numbers correspond to the numbers used in these special instructions, and are added to or revised in part as shown below:

DEFINITION — Restricted Speed

The definition of restricted speed is revised as follows:

Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, and prepared to stop in one-half the range of vision, but not exceeding 20 MPH.

A. When operating over trackage of another railroad be governed by Rules, Special Instructions and Time Table of that railroad.

2. Employees in train, engine and yard service, train dispatchers and other employees as may be designated must, while on duty, have a railroad grade watch of 21 or more jewels equipped with lever set unless an approved wrist watch is worn.

Employees governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type.

Approved type wrist watches are:

Rodania Quartz Railroad Approved Q9361-8213 (stainless)
 Rodania Quartz Railroad Approved Q9361-8214 (yellow)
 Seiko Quartz Railroad Approved FJ055M, HA163M, FY625M and PD 143 (stainless)

Seiko Quartz Railroad Approved FJ056M, HA 164M, FY626M and PD 144 (yellow)

Pulsar Quartz Railroad Approved JG041 (stainless)

Pulsar Quartz Railroad Approved JG038S (yellow with strap)

Wylar Dynaquartz Railroad Approved Q1504RA (stainless)

Wylar Dynaquartz Railroad Approved Q3504RA (yellow)

Bulova Accutron Quartz Railroad Approved

Elgin, 13/0 size, 23 jewel, B. W. Raymond model

Ball, 13 ligne size, 21 jewels. Official R.R. Standard 1604B model

Hamilton 505 Electric Railroad Watch

Bulova Acutron Electric Railroad Approved

7(B). At wrecks, unless radio is used, one member of train crew will be assigned to give hand signals to the engine handling the wrecker. To avoid confusion and to facilitate compliance with Rule 7(B) a yellow or orange paddle by day and a yellow light by night will be used to give hand signals to the engineer in the immediate vicinity of wreck. This in no way modifies the requirements of Rule 7(B) or 12.

9. Reflectorized rigid flags of the prescribed colors are authorized for use by night.

11. A train or engine engaged in spraying operations, when stopped by a lighted fusee, must extinguish the fusee before passing over it.

Lighted fusees must not be thrown off a train or engine engaged in spraying operations in a manner that will cause the spray equipment to pass over it.

12-14(A). In the NOTE for Rules 12, 14 and 14 (A), "multiple main track" means double and three or more tracks.

12. If the green flag indicating the end of a restriction not covered by train order is absent, authority to resume normal speed may be obtained verbally from the train dispatcher who must first ascertain the safety of such permission.

14. If the green flag indicating the end of a restriction not covered by train order is absent, authority to resume normal speed may be obtained verbally from the train dispatcher who must first ascertain the safety of such permission.

18. Yard engines must display headlight during daylight hours.

19. AUTHORIZED MARKERS:

By night —

Built in markers displaying red light to the rear.

By day —

Built in markers displaying red light to the rear.

19. ADDITIONAL REQUIREMENT

In addition to the existing requirements governing the display of markers:

On cabooses so equipped, red beacon roof light must be displayed by day and by night when caboose is **on the rear of a train on the main track.**

21. Work equipment when run extra and not provided with white lights will display two white flags by day and by night as classification signals.

25. ADDITIONAL RULE

On engines so equipped, yellow beacon cab roof light must be displayed while engine is running, except when on tie up track.

S-83 and D-83:

In the proper application of Rules S-83 and D-83 train crews must ascertain whether all trains due, which are superior, have arrived or left.

Below are the methods by which a crew may determine the arrival or departure of a superior train:

1. By checking the train register when restricted for a regular train or when authorized by train order Form W, examples 5 and 6, to use train register to check against an extra train.

2. By receipt of a train order Form V stating that the superior train has arrived or left.

3. By visual observation of the superior train by the crew of the restricted train. It must be ascertained that the entire train has arrived.

4. By communication between crew members of the superior train and the restricted train. Such communication may be person-to-person or by phone or radio.

5. By communication between a crew member of the restricted train and the train dispatcher, either directly or through an operator.

The above procedures for ascertaining the arrival of a superior train are also applicable when a train has been restricted by train order for an opposing train (See Form S-C, examples 1, 2, 3 and 4 and Form G, example 5).

When verbal communication is used to ascertain train arrival or departure, the information conveyed must in every instance be repeated to positively insure a correct understanding.

83(B). Superintendent's initials are required on clearances instead of the Chief Dispatcher's initials.

83(B). CLEARANCE PROVISIONS AND EXCEPTIONS

Turn-around Station in CTC Territory

Rule 83(B) will not apply when so authorized by the train dispatcher.

In CTC Territory

Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.

Turn-around

Station Established by Form G, Example 6 train order Unless directed by train order to obtain clearance, Rule 83(B) will not apply.

85 and 85(A). Sections will not be operated on the Soo Line Railroad.

90. Rule 90 is revised as follows:

When a train approaches a point where it is to wait, meet another train or is restricted by Form Y train order, other crew members, if practicable, must call attention of engineer to the restriction after passing the last station, but not less than two miles from point of restriction. Should engineer fail to act to comply with restriction, the conductor or other crew member must stop train.

After passing the last station, but not less than two miles before reaching the first switch of the station where a meeting or waiting point has been established by train order, the engineers of the trains involved must contact each other by radio, when practicable, to determine that both train crews have a common understanding of the requirements of such train orders.

When radio communication is available, the engineer must advise the conductor or other crew member on the rear of the train of the explosion of torpedoes, the display of fusees and signals, per Rules 10, 11, 12, 14 and 14(A) or of the presence of a flagman ahead and any signal given or displayed by such flagman.

Conductor and engineer, when radio communication is available, must discuss any train orders picked up enroute to insure a common understanding of train order requirements, as required by Rule 214, and must discuss indications displayed by wayside detectors, such as those indicating hot boxes or other conditions that may affect the safety of the train.

91, 91(A), D-91

INSTRUCTIONS FOR SPACING OF TRAINS

The following instructions apply in Non-ABS territory. Except as affected by Instructions (1) through (7), all other Operating Rules and Special Instructions remain in effect. They do not relieve trainmen and enginemen from compliance with Rule 99.

(1) Train order signals at open offices will be used to space trains. A train may pass a train order signal indicating STOP at reduced speed to make a station stop, or to meet a train at the siding beyond the signal, providing track is seen or known to be clear. A train order signal or clearance authorizing a train to proceed does not indicate that main track within yard limits is unoccupied.

(2) Operator must not report a train as having arrived at his station unless the entire train has passed train order signal or train is in clear on siding and operator is so advised by the conductor.

(3) A train which has arrived at an open train order office must not re-enter the main track between that office and the next open office to the rear, except as authorized by train order, or when protected as prescribed by Rule 99.

(4) Operator on duty must space trains 15 minutes apart. Trains must also be spaced 15 minutes apart when moving against the current of traffic.

(5) Trains in the same direction must keep not less than 15 minutes apart, except in closing up at stations.

(6) Conductors, engineers and operators must keep train dispatcher informed as to weather conditions in order that dispatcher may direct movement of trains accordingly.

(7) During stormy and foggy weather, to the extent practicable, only one train in the same direction will be permitted to occupy main track between open train order offices. When this is not practicable, trains in the same direction will be spaced not less than 30 minutes apart leaving open train order offices.

99. FLAG PROTECTION

On all subdivisions, the prescribed distance for a crew member with flagman's signals to go back or go forward to provide flag protection will be **one mile**.

Exception: When protection against following trains is required, and the rear of a train moving in the specified direction is located within the limits specified below, the prescribed distance will be **two miles**.

FROM	TO	LOCATED BETWEEN STATION and STATION		DIREC-TION
EASTERN DIVISION				
Superior Subdivision				
MP 440.7	MP 454.8	Hillcrest	Ambridge	Westward
Ashland Subdivision				
MP 330	MP 332	Chelsea	Westboro	Westward
MP 380	MP 381.8	Park Falls	Butternut	Westward
MP 384	MP 381.8	Glidden	Butternut	Eastward
MP 402	MP 421.7	Cayuga	Marengo	Westward
MP 418	MP 411	Tyler Forks	Mellen	Westward
White Pine Subdivision				
MP 316	MP 325	Saxon	Marengo Jct.	Westward
MP 2	Yard Limit MP 13.6	Bergland	White Pine	Eastward
Lanse Subdivision				
MP 160	Yard Limit MP 157	Morgan	Marquette	Eastward
MP 8	Yard Limit MP 16.3	Summit	L'Anse	Westward
Newberry Subdivision				
MP 120	MP 126	Ridge	Deerton	Westward
Pembine Subdivision				
MP 282	MP 296 (excluding Yard Limits at Pembine)	Dunbar	Kremlin	Eastward
WESTERN DIVISION				
Danbury Subdivision				
MP 54	Yard Limit MP 50.03	Centuria	St. Croix Jct.	Westward
MP 128	Yard Limit MP 144.15	Harlis	Jct. 278	Eastward
New Richmond Subdivision				
MP 358	Yard Limit MP 354.12	Howard	C. F. Yard	Eastward
Barron Subdivision				
MP 33	MP 38.9	Maple Island	Osceola	Eastward
Yard Limit MP 46.71	MP 38.9	Dresser	Marine	Westward
MP 103	MP 99	Weyerhauser	Cameron	Westward
Carrington Subdivision				
MP 280	MP 288	Siding 280	Rogers	Westward
MP 297	MP 291	Rogers	Valley City	Eastward

SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS

From	To	Located Between Station and Station		Direction
Portal Subdivision				
MP 525	Yard Limit MP 520.6	Bowbells	Kenmare	Eastward
Devils Lake Subdivision				
MP 400	Yard Limit MP 391.2	Whitman	Fordville	Eastward
Bisbee Subdivision				
MP 590	MP 581	Tolley	Grano	Eastward
MP 603	Yard Limit MP 604.3	Norma	Kenmare	Westward
Whitetail Subdivision				
MP 660	MP 665	Outlook	Whitetail	Westward
Yard Limit	MP 665	Whitetail	Daleview	Eastward
Wishek Subdivision				
MP 305	MP 291	Kulm	Monango Crossing	Eastward
MP 354	MP 351	Napoleon	Burnstad	Eastward
MP 384	MP 387	Braddock	Moffit	Westward
MP 409	MP 415	Brittin	Bismarck	Westward
Pollack Subdivision				
MP 372	MP 383	Venturia	Herreid	Westward
Missouri River Subdivision				
MP 532	MP 523	Wilton	Washburn	Eastward
MP 534	MP 548	Wilton	Arnold	Westward
MP 550	Yard Limit MP 558.4	Arnold	Bismarck	Westward

The prescribed distance of two miles will also apply when protection against opposing movements is required, and the front of a train moving in the **opposite** direction is located within the above limits.

99. EXCEPTION

Unless otherwise instructed, protection against following trains as required by Rule 99 is not required as follows:

EASTERN DIVISION

Subdivision	Between
Manitowoc Sub	Hilbert Jct. and Manitowoc
Eau Claire Sub	C.F. Yard and Eau Claire
Nekoosa Sub	Marshfield and Nekoosa
Bessemer Sub	Mellen and Bessemer
White Pine Sub	Marengo Jct. and White Pine
Lanse Sub	Soo Jct. and Baraga
Newberry Sub	Marquette and St. Ignace

WESTERN SUBDIVISION

Subdivision	Between
Bemidji Sub	Moose Lake and Plummer
Danbury Sub	Dresser and Junction 278
Veblen Sub	Veblen Jct. and Veblen
Devils Lake Sub	T. R. Falls and Drake
Bisbee Sub	Fordville and Kenmare
Whitetail Sub	Flaxton and Whitetail
Wishek Sub	Geneseo Jct. and Bismarck
Pollock Sub	Wishek and Pollock
Missouri River Sub	Drake and Bismarck
New Town Sub	Max and New Town

If it becomes necessary to operate more than one train in the same direction on the Subdivision the trains involved will be instructed to provide rear end protection by train order.

99(A). Delete the word "junction" (See Rule 98).

102(A). Whenever a derailment occurs and the crew is instructed to handle the head portion of their train beyond the point of derailment, the train crew must inspect all cars before movement is made, paying particular attention to journal boxes, shifted loads, side bearing clearances, etc.

Engineers must inspect all units in their engine consist.

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

The same applies to the rear portion of a train involved in a derailment. Before cars are moved, it must be ascertained that the cars have been inspected and if not, train crew must inspect cars the same as shown above.

103(B). STATE OF MINNESOTA—"Blocking of Roads", State Law M.S.A. 219.383 - Subd: "No railway corporation shall permit public road or streets crossing a railroad track to be closed for traffic by a standing train for a period longer than ten (10) minutes unless and only in event of some unforeseen mechanical difficulty."

103(B). STATE OF NORTH DAKOTA law requires that where there is an alternative of using a crossing with signals or inactive signals, in that event, "where feasible," the railroad shall block or obstruct the crossing with inactive signals rather than the adjacent crossing with active signals.

A crossing may be blocked only ten (10) minutes, with the following six exceptions:

- 1) When necessary to comply with safety signals affecting the safety of the movement of trains;
- 2) When necessary to avoid striking any object or person on the track;
- 3) When the train is disabled, by accident or otherwise;
- 4) When the train is in motion except when engaged in switching operations;
- 5) When there is no vehicular traffic waiting to use the crossing; or
- 6) When necessary to comply with a government statute or regulation.

Any person who violates this section is guilty of an infraction. The provisions of this section do not apply to cities which have on the date of such obstruction ordinances covering this same subject matter.

103(D). MOVEMENT OVER HIGHWAY CROSSINGS

Trains or engines, with or without cars, moving on or from sidings, or other auxiliary tracks over a public crossing protected by automatic devices, will not obstruct crossing until protective devices are operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

104(C). DERAILS

When entering track on which hand operated derail is located at entering end, derail must be removed from track before switch is lined for movement.

104(E). A switch equipped with a switch point lock pedal is identified with a yellow stripe on both sides of the switch stand. The pedal must be depressed before operating switch.

104(G). Engines will not move onto or over the live rail of track scales.

104(H). SPRING SWITCHES

A spring switch must not be operated by hand when wheels are standing on any part of the switch points or before the points have completed their full movement after being trailed through unless the employee is in a position so that no part of him will be struck by the switch handle when it is released from the catch and makes a powerful swing.

105. SIDING CAPACITY

Siding capacities are based on distance between insulated joints, allowing 150 feet for 3-unit diesel and 34 feet for caboose, and based on 50 foot car lengths, and allowance of 92 feet for each highway crossing to be cut.

In a train consisting of ore cars exclusively figure 25 foot average car length.

- 200.** Train orders will be issued by the authority and over the signature of the Superintendent instead of the Chief Dispatcher.
- 202.** The initials of the Superintendent will be placed directly under the last word in the body of the order instead of the Chief Dispatcher's initials.
- 209.** Reference to signature of the Chief Dispatcher is changed to signature of the Superintendent.
- 211.** Train orders may be duplicated mechanically at all stations subject to the following:

Necessary additional copies of the order will be made by duplicating machine from the original master copy until the order is annulled. When the order is annulled, the master copy will be used to comply with the requirements of Form L (annulling) train orders.

Copies must be legible and without omission and will be delivered to those addressed along with other necessary train orders and clearance in accordance with Rules 213 and 219. Operator will not be required to repeat to the train dispatcher when additional copies of the train order are made, but is responsible to know that all duplicated copies are clearly legible and without omission and must initial each copy of the order in the lower right hand corner to indicate that it has been checked for accuracy. Copies which are not legible or do not contain the entire original order must be destroyed immediately.

Should the duplicating machine fail to reproduce exact legible copies or become otherwise inoperative, its use will be discontinued immediately for train order reproduction purposes. Additional copies of existing train orders or any new orders will then be made in accordance with Rule 211.

- 213.** When a train has more than one engine in service, or, when an engine is added between terminals, a copy of all train orders and clearances affecting their movement must be furnished to each engineer and conductor.

A copy of all train orders and clearances will be furnished the snow plow operator on all trains in snow plow service.

- 219.** Superintendent's initials are required on clearances instead of the Chief Dispatcher's initials.

Train orders must be listed on clearance in the following sequence:

Previous date orders numerically,
Current date orders numerically,
Slow orders numerically.

Operators will show temperature on upper left hand corner of clearance followed by "A" for above zero or "B" for below zero.

221. REFLECTORIZED "C"

Where color light train order signal is in use, absence of light must be regarded as the most restrictive indication that can be displayed by that signal, except where train order signals are equipped with reflectORIZED "C", which must be displayed only when office is closed. Under such conditions, requirement that train obtain clearance on train order signal will not apply.

NOTE: ReflectORIZED "C" applies only when train order signal does not display an indication.

- 224.** Authorized abbreviations include the initials for signature of the Superintendent.

The authorized abbreviation for subdivision is changed to "Sub."

FORM "Y" TRAIN ORDER

The speed restriction specified in a Form "Y" Train Order applies only during the hours specified in the order.

FORM "Z" RELIEF OF FLAG PROTECTION.

The following example (2) may be used as herein provided:

(2) After 7:01 a.m. Eastward extra trains between H and B except Extra 77 east wait at H until 4:10 p.m.

This example may be used when it is desired to begin relief of protecting against following extra trains after a specified time.

Rule 240B. REVISED

The name for Rule 240B (Stop and Proceed) as shown in the Consolidated Code of Operating Rules is changed to "Restricted Proceed".

The indication for Rule 240B as shown in the Consolidated Code of Operating Rules is changed to "Proceed at restricted speed."

240N. ADDITIONAL ASPECT

This aspect is added as Figure 15 to the aspects shown for Rule 240N.

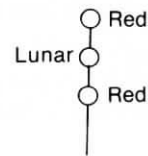


Fig. 15

240N. QUALIFIED

Figure 2 or Figure 15 aspect will be used when movement is for the diverging route.

Where one unit multi-lens signals are in use, a red over lunar aspect will be used when movement is for the diverging route.

- 240W.** Slow orders at the beginning of a subdivision or line will be designated by both the Speed Sign and the Restricting Sign on one post.

When a Speed Sign and a Restricting Sign are mounted on the same post, train will proceed at speed indicated by that sign.

Exception:

When speed is to be increased within a speed restriction limit (but not to normal speed), the Speed Sign and the Restricting Sign may be mounted on the same post to indicate that train may proceed at that speed when the entire train has passed the Speed Sign and the Restricting Sign.

- 240W.** At certain railroad and road crossings shown under Speed Restrictions normal speed may be resumed after the crossing is occupied. The indication for the Resume Speed Sign is modified accordingly at these locations.

- 244.** Control operators will not provide verbal information to train or engine crews concerning the position of control machine signal levers other than as specifically provided for in the rules.

Control operators will not inform train or engine crews that signals are lined in advance of their movement.

268. Controlled sidings may be entered at hand operated switches which are not protected by signals without authority from control operator. All movements on controlled sidings are governed by Rule 105.

269-275-613. In CTC territory when an automatic interlocking absolute signal displays stop, first comply with Rule 269. If a signal indication to proceed is not received, comply with Rule 613 and Rule 275 before proceeding.

269. Within yard limits, a train or engine may be permitted to enter an occupied block as follows when the control operator knows that all other movements within the block are proceeding at restricted speed: "Block is occupied. Proceed at restricted speed to the next signal."

271 and 271(A). Track and time will not be issued to Maintenance of Way employees or equipment.

271. Control operator may authorize track and time limits by adding to the form in Rule 271 — "Clearing Extra (number) (East) (West)" — as applicable, but not until receiving conductor advises the control operator that the train to be cleared has passed.

275. The third paragraph of Rule 275 will not apply.

613. At automatic interlockings where push buttons are provided on signals to enable a return movement to be made over the crossing while switching, trainmen will unlock box and press button. If signal does not clear comply with Rule 613.

655. BASE AND WAYSIDE RADIO STATIONS

EASTERN DIVISION

Station	Location	M.P.	Channel	Period of Operation	Control Point
Schiller Park		17.0	2, 3	Continuous	Schiller Park
Des Plaines		22.8	3	Continuous	Deval Tower
#Grays Lake		45.5	3	Continuous	Stevens Point
#Waukesha		97.7	3	Continuous	Stevens Point
Duplainville		102.6	3	Continuous	Duplainville
#Byron		144.5	3	Continuous	Stevens Point
Shops Yard		158.4	1, 2, 3	Continuous	Shops Yard
Oshkosh		173.56	1	Irregular	Oshkosh Bdg.
#Neenah		186.4	1, 2	Continuous	Stevens Point & Neenah
#Sheridan		227.4	1	Continuous	Stevens Point
Stevens Point		249.2	1, 2, 3	Continuous	Stevens Point
*Sherry		267.7	3	Continuous	Stevens Point
Marshfield		281.1	2, 3	Continuous	Marshfield
*Owen		308.6	3	Continuous	Stevens Point & Owen
*C. F. Yard		352.2	3	Continuous	Stevens Point & C. F. Yard
*Ladysmith		129.8(Bradley) 353.3(Superior)	2, 3	Continuous	Stevens Point & Ladysmith
*Stone Lake		389.4	3	Continuous	Stevens Point
*Solon Springs		429.1	3	Continuous	Stevens Point
*Superior		282.2(West) 459.0(East)	2, 3	Continuous	Stevens Point & Superior
Manitowoc		44.2	1, 2	Irregular	Manitowoc
*Prentice		345.6(Ashland) 170.7(Bradley)	3	Continuous	Stevens Point & Prentice
Rhineland		216.8	1, 2, 3	Irregular	Rhineland
Gladstone		342.7	1	Continuous	Gladstone
Marquette		154.5	1	Irregular	Marquette

WESTERN DIVISION

Station	Location	M.P.	Channel	Period of Operation	Control Point
Shoreham		3.4	1, 2, 4	Continuous	Shoreham
Humboldt Yd		5.5	1 & 2	Continuous	Humboldt Yd
*Loretto		19.5	1	Continuous	Shoreham
*Eden Valley		72.0	1	Continuous	Shoreham
*Glenwood		120.3	1, 2	Continuous	Shoreham & Glenwood
*Henning		170.2	1	Continuous	Shoreham & Henning
*Det. Lakes		213.7	1	Continuous	Shoreham & Det. Lakes
*Mahnomon		249.2	1	Continuous	Shoreham & Mahnomon
*T. R. Falls		307.3	1	Continuous	Shoreham & T. R. Falls
*Noyes		386.5	1 & 2	Continuous	Shoreham & Noyes
Noyes		386.5	BN&CP	Continuous	Noyes
Emerson		386.5	1 & CP	Continuous	Emerson
C. F. Yd		352.2	3	Continuous	C. F. Yd.
#Albertville		362.0	1	Continuous	Shoreham
#Emerald		399.3	1	Continuous	Shoreham
#Withrow		23.7	1	Continuous	Shoreham & Withrow
St. Paul		18.5	1 & 2	Continuous	Shoreham & Maryland Ave. Yard
Cardigan Jct.		11.8	1 & 2	Irregular	Cardigan Jct.
Superior		282.2	1 & 2	Continuous	Stinson Yard
Superior		282.2	1	Continuous	Stinson Yard Operator & Roundhouse.
McGregor		270.3	1	Continuous	BN McGregor Depot
Cass Lake		BN RR	1	Continuous	BN Depot
Bemidji		BN RR	BN & 1	Irregular	BN Bemidji Depot
Ladysmith		129.8	2&3	Continuous	Ladysmith
Northfield		53.75	1&2	Irregular	Northfield
Lakeville		39.32	1	Continuous	Shoreham
#Kensington		139.3	1	Continuous	Shoreham
#Hankinson		205.6	1	Continuous	Shoreham & Hankinson
#Enderlin		257.3	1	Continuous	Enderlin
#Cuba		276.2	1	Continuous	Shoreham
#Leal		305.1	1	Continuous	Shoreham
#Carrington		352.4	1	Continuous	Shoreham & Carrington
#Harvey		396.5	1	Continuous	Shoreham & Harvey
Drake		418.7	1	Irregular	Drake
#Bergen		436.6	1	Continuous	Shoreham
Minot		467.8	1	Irregular	Yard Office
Minot		469.3	1	Continuous	Soo Tower
#Foxholm		485.7	1	Continuous	Shoreham
#Bowbells		529.2	1	Continuous	Shoreham
Portal		550.2	1	Continuous	Portal
Bismarck		560.5	1	Irregular	Bismarck
Max		466.7	1	Irregular	Max

Note: *—Use "Disp 1" call to contact dispatcher
#—Use "Disp 2" call to contact dispatcher

703. In the event service is rendered in excess of the twelve hours permitted by law for any reason whatever, conductor or foreman will wire Superintendent's office a complete report, providing all details. Wire must be sent within twenty-four hours.

710. Employees may be carried in the caboose of freight trains upon authority from Superintendent's office, but only to and from stations where such trains are required to stop. The number of persons must be limited so as not to interfere with crew carrying out their duties.

710. Trains authorized to carry revenue passengers:

All trains, except work extras, between Rhinelander and Sault St. Marie and between Argonne and Neenah.

Note: No more passengers need be accommodated than adequate seating is available for in the caboose.

725. There may be occasions where train or engine crews are requested by local police officers to provide urine samples, blood samples, submit to breathalyzer test or provide driver's license at the time of crossing accidents.

Our Law Department has determined we are not required to provide them in any state in which we operate.

Additionally, if the train crew is being unduly detained, the Conductor will contact the Train Dispatcher immediately.

729. Employees governed by the Consolidated Code of Operating Rules must have Soo Line Form 1070, Instructions For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

805(D). Pivoted, rotating or swinging machinery, derricks, cranes, piledrivers, etc., moving in trains on own wheels will be handled only on instructions of Chief Train Dispatcher. Copy of message authorizing movement must be fastened to each waybill, copy given to engineer and conductor handling in road trains, and copy given to train dispatcher over whose territory machine moves. Conductors of trains handling such machines must not permit trains to proceed without such authority. Machine must be handled in rear of trains not more than five cars from caboose when practicable (See Speed Restrictions).

The boom end of the machine must be trailing whether the boom is attached or not.

When conditions require, such as handling of wrecker, instructions of Mechanical Department supervisor in charge will govern.

805(D). Soo Line work equipment and supply cars bearing prefixes "D, RD, W, RW, X and RX" must be located on the rear of the train handling, except—

1. Wreckers and wrecker equipment stationed at Schiller Park, Stevens Point, Shoreham and Harvey may be located anywhere in the train.
2. Russell plows, Jordan spreaders and dozer equipment may be handled on head end when in service.
3. Wheel cars, X-626, X-628, W-1152, W-1153, X-1759, W-1760, X-1761 and X -1762 may be located anywhere in the train.
4. Ballast Cars X644, X645, X646, X647, and X648 may be located anywhere in the train.
5. Tank cars X613, X614, X615, X629, X630, X631, X632, X633, X634, X649, and X650 may be located anywhere in the train.
6. CWR threader car X-652 may be located anywhere in the train.

805(E). Poles loaded on flat cars must move within the head 40 cars of trains and must not be moved in certain trains as designated by local instructions. This restriction does not apply to trains originating at Portal.

806. Occupied outfit cars standing on any track will display a yellow signal at each end of the cars.

814. The following paragraph is added to Rule 814:

When trains are left standing unattended on a grade, a sufficient number of hand brakes must be applied to the cars in addition to the locomotive so that cars will not move should the locomotive brakes be released or the locomotive detached.

900. Caboose must be locked and windows closed at all times when they are not occupied.

904. Locomotives or cars must not be handled in trains when a wheel has a flat spot in excess of two and one-half inches, or there are two or more adjoining flat spots each two inches or more in length on a wheel. When equipment as described above is found, the train must be stopped immediately and the dispatcher notified. Be governed by instructions issued by the train dispatcher.

904. TOFC

When single TOFC trailers are placed on flat cars equipped to carry two trailers, they must be placed with trailer wheels near center of car and secured to stanchion at the end of the car so greater proportion of load is toward the center and not overhanging the flatcar truck.

957. Signature of person to whom line-up is delivered is not required.

Line-ups may be duplicated mechanically at all stations subject to the following:

Necessary additional copies of the line-up will be made by duplicating machine from the original master copy.

Copies must be legible and without omission. Operator will not be required to repeat to the train dispatcher when additional copies of the line-up are made, but is responsible to know that all duplicated copies are clearly legible and without omission and must initial each copy of the line-up in the lower right hand corner to indicate that it has been checked for accuracy. Copies which are not legible or do not contain the entire original line-up must be destroyed immediately.

Should the duplicating machine fail to reproduce exact legible copies or become otherwise inoperative, its use will be discontinued immediately for line-up reproduction purposes. Additional copies of existing line-up or any new line-ups will then be made in accordance with Rule 957.

TRAIN DEFECT DETECTORS

HOT BOX DETECTORS — RECORDER TYPE

Hot Box Detectors measure the heat of each journal as it passes the "Detector" and transmit a reading to the train dispatcher's office.

When the reading indicates a hot journal, the train dispatcher will notify the train to stop and inspect a particular journal or journals. Each journal to be inspected will be identified by car count, wheel count (1, 2, 3 or 4) and rail (north or south).

When the reading indicates a warm journal, the train dispatcher will notify the train crew to watch the journal closely and identify it by car count, wheel count and rail. When practicable, train crew will advise the train dispatcher the initial and number of car they were notified to watch and the total number of cars in train.

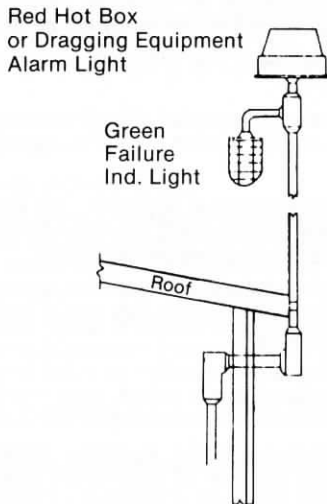
HOT BOX OR DRAGGING EQUIPMENT DETECTOR ON-SITE ALARM LIGHT TYPE

The on-site indication light is located on the detector bungalow and the same indication governs Eastward and Westward movements.

The green light indicates that the detector system is functioning normally. If the green light is *not* lit, unless otherwise provided, dispatcher must be notified.

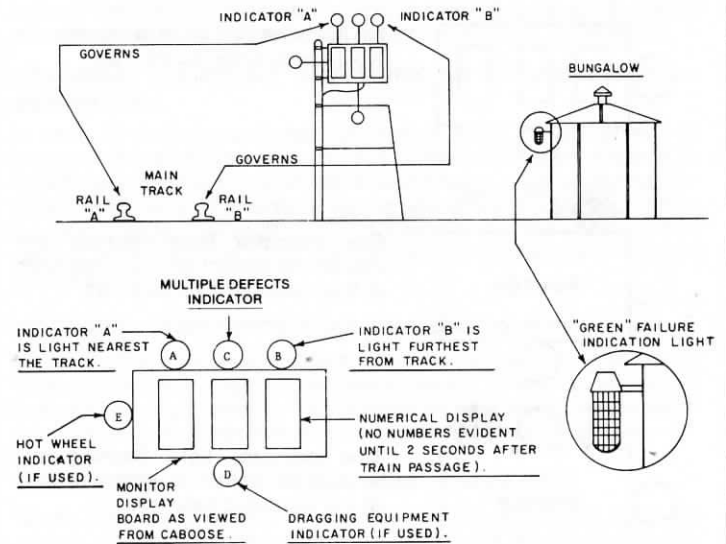
At Buffalo and Boyceville, operation of the oscillating red light means that the train or engine has a hot box and stop must be made immediately, dispatcher notified and inspection made. The dispatcher will be able to give the location of the hot box. If communication with dispatcher is not available, inspect entire train for hot box.

At Antioch, operation of the oscillating red light means that the train or engine has dragging equipment and stop must be made immediately, dispatcher notified by radio and furnished all details after making inspection.



DETECTORS WITH MONITOR DISPLAY BOARD

The Monitor Display Board apparatus governs train and engine movements as follows:



The Green Failure Indication light must be lighted and observed prior to and after passage. Should the light go out or be extinguished notify the dispatcher.

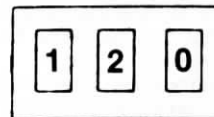
The display board indicating a condition of the train or engine is visible after the movement has passed. When a defect is detected a radio will transmit an intermittent tone for 5 seconds to alert the crew to the defect. After passing the Monitor Display Board, crew members must look back to determine applicable information.

Refer to the Train Defect Detector List or General Orders to determine the exact type of defect detector (Hot Box, Wheel Checker, Dragging Equipment, Hot Wheel) in service at each location.

Refer to the "Defect Inspection Procedures" Section to determine how to inspect for the particular type of defect detected at each location.

IMPORTANT

If defect is not located at the indicated axle, inspect two cars on both sides of the indicated axle location to preclude errors in counting axles.



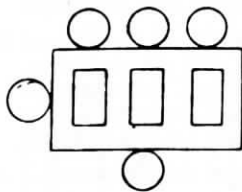
Number shown on numerical display board is the number of axles from the rear of the train where the first defect occurred.

Example:

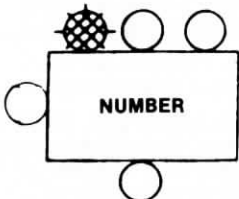
- 117 = rear axle of 30th rear car
- 118 = 2nd axle from rear of 30th rear car
- 119 = 3rd axle from rear of 30th rear car
- 120 = 4th axle from rear of 30th rear car
- 121 = rear axle of 31st rear car

Allowance should be made for any six axle cars in train.

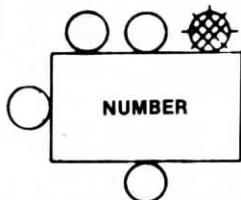
EXPLANATION OF VARIOUS COMBINATIONS OF DEFECT INDICATIONS



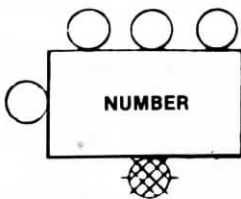
No lights on and all zero display:
No defects detected on train.



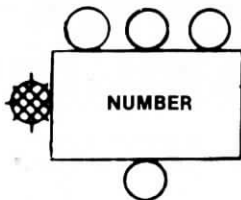
One indicator light flashing on:
Inspect for defect on specified side at the indicated axle location.



One indicator light flashing on:
Inspect for defect on specified side at the indicated axle location.

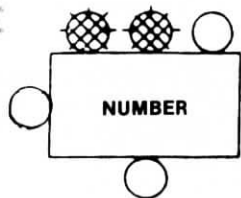


Dragging Equipment Indicator Light Flashing On: (if applicable) Inspect for dragging equipment at the indicated axle location.



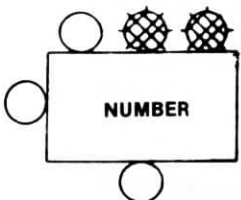
Hot Wheel Indicator Light Flashing On: (if applicable) Inspect both sides for hot wheel at the indicated axle location.

MULTIPLE DEFECT COMBINATIONS



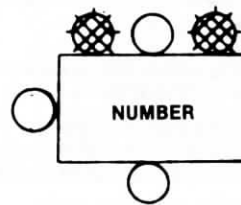
One indicator light flashing on and Multiple Defects light flashing on:

1. Inspect for first defect on specified side at the indicated axle location.
2. Inspect for additional defects on same side of all cars from the indicated axle location to the rear of the train.



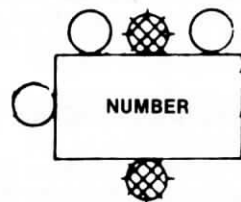
One indicator light flashing on and Multiple Defects light flashing on:

1. Inspect for first defect on specified side at the indicated axle location.
2. Inspect for additional defects on same side on all cars from the indicated axle location to the rear of the train.



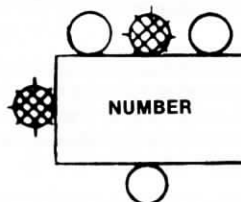
Both indicator lights flashing on:

1. Inspect for one defect on each side of train. First defect should be found at the indicated axle location (either side) from the rear of the train.
2. Inspect for one additional defect on the opposite side of the train on all cars from the indicated axle location to the rear of the train.



Dragging Equipment Indicator light flashing on (if applicable) and Multiple Defects light flashing on:

1. Inspect for dragging equipment at the indicated axle location.
2. Inspect for additional dragging equipment on all cars from the indicated axle location to the rear of the train.



Hot Wheel Indicator light flashing on (if applicable) and Multiple Defects light flashing on:

1. Inspect both sides of the train for the first hot wheel at the indicated axle location.
2. Inspect for additional hot wheels on both sides of the train on all cars from the indicated axle location to the rear of the train.

There are numerous other combinations of multiple defects. In case of any combination of multiple defects indications not covered here, be governed by the following general guideline:

1. Inspect for first defect on indicated side or sides at indicated axle location
2. Inspect all cars on indicated side or sides from the indicated axle location to rear of train for additional defects.

Note:

1. Monitor Display Board at locations not equipped with dragging equipment detector will not have dragging equipment indicator light below the numerical display.
2. Monitor Display Board at locations not equipped with hot wheel detectors will not have hot wheel indicator light on end of numerical display.
3. Upon receiving any indication of a hot box, dragging equipment, hot wheel or wheel defect, stop must be made immediately, dispatcher notified and inspection made.
4. At Monitor Display Board locations enginemen must alert crew members on rear of train when approaching detector site.

DETECTORS WITH RADIO TALKER

The detector is a radio talker device that uses the train radio system to notify a train crew of a defect in their train. The defect can be one or more of the following: Hot boxes, sticking brakes or dragging equipment. The talker takes this defect information and transmits it by radio directly to the train crew.

Each radio message from this site will contain the site identification information, followed by various status messages.

Train crews must monitor the detector and must be governed by the information furnished by the radio after the train passes.

Examples of Radio Messages	Train Crew Response
*1. Soo Line (location) Detector Operating	Proceed
2. Soo Line (location) Detector Not Working	Notify Dispatcher at First Opportunity of Non-working Detector and Continue Moving, Watching Train Closely
†3. Hot Box Southside Axle 123	Stop Train For Inspection at Indicated Axle
‡4. Warm Box Northside Axle 176	Watch Car Closely
‡5. Sticking Brakes Near Axle 175	Stop Train For Inspection Near Indicated Axle
‡6. Dragging Equipment Near Axle 123	Stop Train For Inspection Near Indicated Axle
7. Soo Line (location) Detector No Defects	Proceed

*Detectors near Carrington and Elbow Lake will not include the word "Operating".

†Sticking brakes will also activate the detectors near Carrington and Elbow Lake but the indication given will be for a hot box. Multiple hot box indications adjacent to each other will probably mean sticking brakes.

‡Not applicable at detectors near Carrington and Elbow Lake.

Detector radio messages may describe more than one defect such as:

- First Hot Box South-side Axle 123
- Second Hot Box North-side Axle 84
- First Sticking Brakes Near Axle 151
- Second Sticking Brakes Near Axle 43.

All detector messages will be transmitted with priority given in following order:

1. Hot Boxes
2. Warm Box
3. Sticking Brakes
4. Dragging Equipment

Each defect message is given twice.

The axle count given is from the rear of the train. Start with the very last axle on the rear car and count to the axle reported as having a defect. If a defect is not located at the indicated axle, inspect two cars on either side to preclude error in counting axles.

When an incomplete radio message is received, stop train for inspection, notifying dispatcher the results of inspection at first opportunity.

When **no** message is received, apply example two.

DEFECT INSPECTION PROCEDURES

HOT BOX INSPECTION—FRICTION AND ROLLER BEARING (at hot box detector sites)

In case of hot box indication:

Friction bearing: If upon inspection the journal does not appear to be hot, open journal cover and check for: Sufficient oil in journal box, sufficient oil on pad, thinning or separation of oil on end of axle. In the event the journal still does not appear to be hot, carefully test for the presence of heat with the bare hand. If a hot journal is not detected by this examination, carefully inspect for source of heat such as sticking brakes or traction motor defects. In all cases, the cover of the journal box inspected must be left open and a red "Hot Box" tag attached. Advise the train dispatcher all details after making inspection.

Roller bearing: Carefully place the bare hand on the adapter and if the hand cannot be held on the adapter and the bearing is noticeably warmer than the other bearings, the bearing in question is considered to be overheated. If a buildup of grease combined with heat around the bearings or any broken parts are noted, the car or engine should be set out and the Chief Dispatcher notified immediately.

DRAGGING EQUIPMENT INSPECTION (at dragging equipment detector sites)

In case of dragging equipment indication: Look for equipment or material that extends below the ball of the rail. Common items to look for are hanging brake shoes, brake shoe keys, brake rigging, tie-down bands, wire or chains. Dragging equipment should be cleared for safe running, if possible, and if not safe to run, the car should be set out at the nearest point. Advise the train dispatcher all details after making inspection.

HOT WHEEL INSPECTION (at hot wheel detector sites)

In case of hot wheel indication: Look for sticking brakes on all wheels of indicated car. If upon inspection the wheels do not appear to be hot, carefully test for the presence of heat with the bare hand. Advise the train dispatcher all details after making inspection.

WHEEL DEFECT INSPECTION (at wheel checker sites)

When inspecting wheels on a wheel defect indication, look for broken flange, thin flange, broken rim, loose wheel, flat spots, wheels with metal build-up, extra long brake shoe keys, brake rigging down or dragging equipment. To determine if a wheel is loose examine it for the following:

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

After inspection has been made, advise the train dispatcher the initial and number of the car or cars inspected, advise the result of the inspection, and be governed by instructions from the train dispatcher.

When instructed to set out a car with a loose wheel, broken flange or broken rim, do not exceed 5 MPH while handling the car and watch it closely so that a prompt stop can be made if the car derails.

AFTER ANY DEFECT INSPECTION IS MADE, NOTIFY THE TRAIN DISPATCHER WITH THE FOLLOWING INFORMATION:

1. Location of Detector
2. Car initial & number
3. Number appearing on display board
4. Count from head end of train
5. Count from rear of train
6. Wheel number
7. Side (north or south)
8. Indicator lights displayed (A, B, C, D, E)
9. Findings after stop & inspection
(if no defect report No Defect Found)
10. Set out station (if set out)

CLEARANCE RESTRICTIONS

Soo X635 Flat which is the "Leads" car for Crane No. 258054 — "Pile Driver" Outfit will not clear the following overhead bridges and movement under these bridges is prohibited:

- Bridge A-434.56 - Ashland
- Bridge H-43-B - Manitowoc

In addition, this car will not clear the overhead obstruction of an engine house door, roundhouse door or shop building door and movement into these buildings is prohibited when loaded with "Leads" in their normal traveling position.

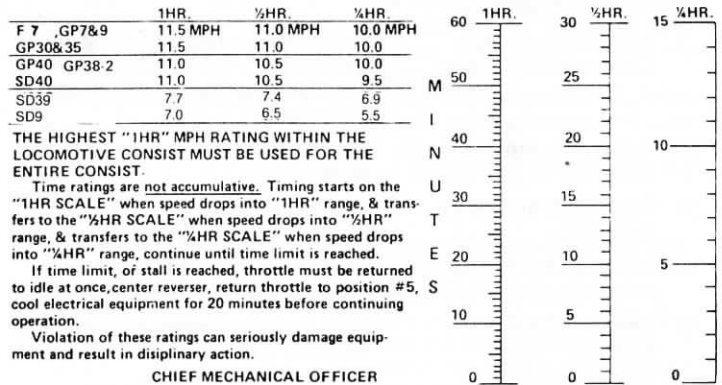
SPEED RESTRICTIONS

ALL SUBDIVISIONS	MPH All Trains
Through turnout of all switches, except where another speed is prescribed:	
Dual Control switches and spring switches	20
All other switches	10
Unless otherwise provided, trains and engines using other than main track must not exceed turnout speed for that track.	
When ambient temperature exceeds 90 degrees F, and where authorized timetable speed is 20 MPH or higher, speed must be reduced 10 MPH below the authorized timetable speed. (Exception: Where authorized timetable speed is 25 MPH, speed must be reduced to 10 MPH.)	
Locomotive servicing and car shop repair track areas	5
Over wheel checkers unless otherwise provided	25
Approaching "19" indication train order signal until rear of train has passed	30
Trains handling ore cars loaded or empty	30
Trains handling scale test cars except Soo Line X-870	25
Locomotives with friction bearings when handled dead in a train	25
TRAINS HANDLING PIVOTING MACHINERY ON ITS OWN WHEELS, derricks, pile drivers, cranes, etc., except wreckers	25
(Note: Locomotive cranes 258054 and DS-823— speed shown applies only when boom end is trailing. Boom car must be behind crane. When lined up otherwise, handle only on separate instructions)	
Except: On Eau Claire, Nekoosa, and Manitowoc Subs, all pivoting machines	10
WRECKERS	*Freight Train Speed
Diesel & Steam Wreckers with boom end trailing and boom car behind.	
*Unless slower speed required as directed by wrecker foreman. Conductor will confer with wrecker foreman to determine speed desired.	
W-3 must not be run over Vaughn Ave. Bridge at Ashland, nor Bridges B-443A or B-443C at Bessemer, nor over the Manitowoc and Nekoosa Subs, nor over Power Canal at Sault Ste. Marie, and must be operated at slow speed over Bridge 124.96 at Au Train and Bridge A-16.35 between Trout Lake and Moran.	
Note: Diesel wrecker W-3 must not be operated on the Rice Lake line of the Barron Subdivision.	

SOO LINE RAILROAD
M. D. FORM 98

MANDATORY ASCENDING GRADE
SHORT TIME RATINGS IN MPH

January 1985



SPEED RECORDERS

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

The engineer is required to check the accuracy of such recorders as soon as possible after departure from the initial terminal. The speed recorder must be accurate within plus or minus three (3) MPH at speeds of ten (10) to thirty (30) MPH, and accurate within plus or minus five (5) MPH at speeds above thirty (30) MPH. The Mile Posts will be used for this speed check through the use of a regulation watch and the time distance calculations as shown on the prescribed timetable.

HELPER ENGINES

When pusher engines are required at the rear of trains to assist on restrictive grades the following guidelines will apply:

- 1) Extreme care must be exercised in all pusher service movements.
- 2) The throttle should be advanced only to minimum position required to assist the head end in starting and moving the train.
- 3) Not more than 6000 horsepower may be used to push trains. If pusher consist exceeds 6000 horsepower, the excess units must be isolated.
- 4) Not more than 12 powered axles may be used to push trains. If pusher consist exceeds 12 powered axles, the excess units must be isolated.
- 5) If it becomes necessary to isolate a unit, the one furthest from the train must be isolated.
- 6) A) When pusher consist totals 3000 horsepower or less, not to include units isolated, the throttle handle must be reduced to the sixth position or lower while entire train is passing through crossovers or turnouts.
 B) When pusher consists exceeds 3000 horsepower, not to include units isolated, the throttle handle must be reduced to the fourth position or lower while entire train is passing through crossovers or turnouts.
 C) The throttle handle will not be advanced until the entire pusher consist has passed through the crossover or turnout.
- 7) When locomotives not equipped with coupler alignment devices are used in the pusher consist, they must be at least the second unit behind the caboose. However, if the pusher consist is only one unit, this restriction does not apply.
- 8) If the pusher consist exceeds 3000 horsepower, trainmen on the rear of trains may ride the pusher consist, and the train will be stopped at the summit so trainmen may transfer to the caboose.

TONNAGE RATINGS

Unless otherwise specified by the Chief Train Dispatcher, the permissible tonnage is restricted to an amount which can be handled by 24 powered axles in the lead consist. (For helper restrictions, refer to HELPER ENGINE requirements.)

MNS units 40 and 41 have same tonnage rating as 2500 H.P. units.

EASTERN DIVISION

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS BETWEEN ENGINE AND CABOOSE

CHICAGO, NEENAH, MANITOWOC, BESSEMER, NEKOOSA, EAU CLAIRE, MARSHFIELD, BRADLEY, SUPERIOR AND ASHLAND SUBDIVISIONS

		EASTWARD HORSEPOWER						
		SD40 U30C 3000	GP40 3000	2250 2400 2500	GP38 2000	1750	1500	SD9 1750
From	To							
Ladysmith	Rhineland	4600	3795	3450	2953	2700	2300	
C.F. Yard	Boyd	3400	2805	2550	2182	1825	1700	
Boyd	Owen	3600	2970	2700	2311	2100	1800	
Ladysmith	Owen-Spencer	6800	5610	5100	4365	3950	3400	
Spencer	Stevens Point	7000	5775	5250	4494	4200	3500	
Stevens Point	Weyauwega	5600	4620	4800	3595	3250	2800	
Weyauwega	Neenah	4800	3960	3600	3081	2800	2400	
Neenah	Shops Yard	6600	5445	4950	4237	3550	3300	
Shops Yard	Bryon	2900	2390	2175	1861	1675	1450	2550
Byron	Honey Creek	4400	3630	3300	2824	2550	2200	3000
Honey Creek	Lake Villa	5000	4125	3750	3210	3300	2500	3750
Lake Villa	Schiller Park	6000	4950	4500	3852	3500	3000	4000
Rugby Jct.	Milwaukee	7200	5940	5400	4622	4200	3600	5000
Neenah	Manitowoc	4900	4040	3675	3145	2850	2450	3300
Superior	Hillcrest	3250	2530	2300	2086	1900	1625	
Hillcrest	Ladysmith	6600	5445	4950	4237	3850	3300	
Ashland	Morse	2900	2390	2175	1861	1675	1450	
Morse	Prentice	4300	3550	3225	2760	2500	2150	
Prentice	Chelsea	4600	3795	3450	2953	2675	2300	
Chelsea	Spencer	5600	4620	4200	3595	3250	2800	
Mellen	Hoyt	3000	2475	2250	1926	1750	1500	
Hoyt	Bessemer	6800	5610	5100	4365	3950	3400	
Marshfield	Nekoosa	7800	6435	5850	5007	4500	3900	
Eau Claire	C.F. Yard	5300	4370	3975	3402	3075	2650	

		WESTWARD HORSEPOWER						
		SD40 U30C 3000	GP40 3000	2250 2400 2500	GP38 2000	1750	1500	SD9 1750
From	To							
Schiller Park	Rugby Jct.	4200	3465	3150	2696	2350	2100	
Milwaukee	Rugby Jct.	3300	2720	2475	2118	2000	1650	2750
Rugby Jct.	Shops Yard	3600	2970	2700	2311	2100	1800	2950
Shops Yard	Neenah	4800	3960	3600	3081	2800	2400	3500
Neenah	Anton	4200	3465	3150	2696	2450	2100	
Anton	Stevens Point	5500	4535	4125	3531	3200	2750	
Stevens Point	Marshfield	3800	3135	2850	2439	2200	1900	
Marshfield	C.F. Yard	4000	3300	3000	2568	2350	2000	
Rhineland	Brantwood	4700	3875	3525	3017	2750	2350	
Brantwood	Ladysmith	7000	5775	5250	4494	4100	3500	
Manitowoc	Alverno	2500	3050	2775	1605	1350	1250	1600
Alverno	Neenah	3600	3630	3300	2311	2000	1800	2300
Owen	Superior	5000	4125	3750	3210	2900	2500	
Spencer	Morse	4000	3300	3000	2568	2350	2000	
Hoyt	Morse-Ashland	7500	6185	5625	4815	4400	3750	
Bessemer	Hoyt	4600	3795	3450	2953	2650	2300	
Nekoosa	Wisc. Rapids	3500	2885	2625	2247	2000	1750	
Wisc. Rapids	Marshfield	4300	3545	3225	2760	2500	2150	
C.F. Yard	Eau Claire	3200	2640	2400	2054	1875	1600	

**LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS
BETWEEN ENGINE AND CABOOSE**
WHITE PINE, LANSE AND NEWBERRY SUBDIVISIONS

These ratings are for single units.

EASTWARD		HORSEPOWER						
From	To	SD40		2250			SD9	
		U30C	GP40	2400	GP38	1750		1500	1750
Marengo Jct.	Thomaston	3700	3050	2775	2375	2050	1850	2250
Thomaston	Bergland	5600	4620	4200	3595	3200	2800	3500
Bergland	White Pine	4600	3795	3450	2953	2550	2300	2750
Nestoria	Champion	6900	5690	5175	4429	3725	3450	4000
Champion	Ishpeming	7300	5965	5425	4686	3950	3650	4300
Ishpeming	Negaunee	4400	3630	3300	2824	2450	2200	2900
Negaunee	Marquette	8000	6600	6000	5136	4400	4000	4800
Marquette	Siding 145	8000	6600	6000	5136	4400	4000	4800
Siding 145	Ridge	3500	2885	2625	2247	1950	1750	2150
Ridge	Shingleton	4350	3590	3265	2792	2450	2175	2600
Shingleton	Raco Jct.	9000	7425	6750	5778	5000	4500	5400
Raco Jct.	Trout Lake	5600	4620	4200	3595	3200	2800	3400
Trout Lake	St. Ignace	7900	6515	5925	5071	4400	3950	4600
Baraga	L'Anse	3000	2475	2250	1926	1800	1500	2000
L'Anse	Summit	900	795	725	700	577	450	800
Summit	Nestoria	5400	4455	4050	3000	2700	2182	3400

WESTWARD		HORSEPOWER						
From	To	SD40		2250			SD9	
		U30C	GP40	2400	GP38	1750		1500	1750
St. Ignace	Trout Lake	3700	3050	2775	2375	2050	1850	2250
Trout Lake	Raco Jct.	5600	4620	4200	3595	3200	2800	3400
Raco Jct.	Wetmore	7000	5775	5250	4494	3800	3500	4100
Wetmore	Au Train	4600	3795	3450	2953	2600	2300	2800
Au Train	Marquette	3700	3050	2775	2375	2050	1850	2250
Marquette	Morgan	1500	970	880	963	850	750	900
Morgan	Negaunee	2800	2310	2100	1797	1600	1400	1900
Negaunee	Ishpeming	3000	2475	2250	1926	1700	1500	2050
Ishpeming	Nestoria	3700	3050	2775	2375	2050	1850	2250
Bergland	Marengo Jct.	6200	5115	4650	3980	3500	3100	3650
White Pine	Bergland	2300	1895	1725	1476	1300	1150	1450
Nestoria	Summit	3600	2970	2700	2311	2100	1800	2300
Summit	Baraga	5400	4455	4050	3466	3000	2700	3500

**LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS
BETWEEN ENGINE AND CABOOSE**
SOO, PEMBINE AND SHAWANO SUBDIVISIONS

These ratings are for single units.

WESTWARD		HORSEPOWER						
From	To	SD40		2250			SD9	
		U30C	GP40	2400	GP38	1750		1500	1750
Argonne	White Lake	7000	5775	5250	4494	4100	3500	
White Lake	Shawano	9100	7505	6825	5842	5350	4550	
Shawano	Center Valley	6400	5280	4800	4108	3700	3200	
Center Valley	Neenah	11400	9405	8550	7318	6800	5700	
Soo Yard	Pike Lake	5500	4535	4125	3531	3200	2750	
Pike Lake	Manistique	8000	6600	6000	5136	4750	4000	
Manistique	Ensign	5300	4370	3975	3402	3100	2650	
Ensign	Gladstone	7600	6270	5700	4879	4500	3800	
Gladstone	No. Escanaba	5100	4205	3825	3274	3000	2550	
No. Escanaba	Eustis	4200	3465	3150	2696	2450	2100	
Eustis	Kremlin	5100	4205	3825	3274	3000	2550	
Kremlin	Goodman	3900	3215	2925	2503	2300	1950	
Goodman	Argonne	4250	3490	3175	2728	2500	2125	
Argonne	Rhineland	5600	4620	4200	3595	3250	2800	

EASTWARD		HORSEPOWER						
From	To	SD40		2250			SD9	
		U30C	GP40	2400	GP38	1750		1500	1750
Rhineland	Starks	5300	4370	3975	3402	3150	2650	
Starks	Hermansville	5800	4785	4350	3723	3400	2900	
Hermansville	Gladstone	6400	6105	5550	4350	4108	3700	
Gladstone	Manistique	4850	3985	3625	3113	2850	2425	
Manistique	Rexton	5800	4785	4350	3723	3400	2900	
Rexton	Soo Yard	7400	6105	5550	4750	4350	3700	
Neenah	Shawano	5100	4205	3825	3274	3000	2550	
Shawano	Argonne	4200	3465	3150	2696	2450	2100	

**WHITE PINE, LANSE, NEWBERRY, SOO, PEMBINE AND SHAWANO
SUBDIVISIONS**

During the winter months tonnage rating modified as follows: in temperature 25 to 15 degrees above zero reduce 5%; 15 above zero to zero reduce 10%; zero to 15 below zero reduce 15% and from 15 degrees below zero or lower reduce 20%.

WESTERN DIVISION GLENWOOD/TR FALLS EAST

SINGLE UNIT ENGINE RATING IN TONS OF 2,000
POUNDS BETWEEN ENGINE AND CABOOSE

EASTWARD		HORSEPOWER					
From	To	SD40	GP40	2000	SD-9	GP-9	1500
		U30C 3000	3000	2250 2300 2500	1750	1750	
Noyes	TR Falls	9000	7425	6750	7150	5500	4500
TR Falls	Mahnomen	8400	6925	6300	6400	5000	4200
Mahnomen	Glenwood	6600	5450	4950	5200	4000	3300
Glenwood	Shoreham	9100	7500	6825	7300	5600	4550
Shoreham	Withrow	5500	4550	4125	4600	3500	2750
Withrow	CF Yard	6800	5675	4250	5150	3950	3400
Plummer	McGregor	9600	7925	6200	6900	5300	4800
McGregor	Lawler	12300	10150	9225	9600	7400	6150
Lawler	Blackhoof	15600	12875	10700	11700	9000	7800
Blackhoof	Superior	22000	18150	16500	17000	14000	11000
Brooten	Moose Lake	9900	8000	7375	7800	5600	4950
Withrow	Amery	4500	3725	3375	3600	2750	2250
Amery	Canton	5000	4125	3750	4200	3200	2500
Canton	Weyerhaeuser	3600	2975	2700	3100	2400	1800
Weyerhaeuser	Ladysmith	5800	4785	4350	4400	3400	2900
Dresser	Centuria	2900	2300	2100	2300	1750	1450
Centuria	Superior	5300	4375	3975	4150	3150	2650
So. St. Paul	Roseport	2700	2250	2025	2100	1500	1350

WESTWARD		HORSEPOWER					
From	To	SD40	GP40	2000	SD-9	GP-9	1500
		U30C 3000	3000	2250 2300 2500	1750	1750	
CF Yard	Howard	2800	2300	2100	2200	1600	1400
Howard	Withrow	4000	3300	3000	3100	2350	2000
Ladysmith	Canton	4100	3375	3075	3250	2500	2050
Canton	Turtle Lake	5300	4375	3975	4100	3150	2650
Turtle Lake	Dresser	10100	8325	7575	7700	5900	5050
Superior	Harlis	4400	3625	3300	3450	2650	2200
Harlis	Frederic	4700	3875	3525	3750	2850	2350
Frederic	Dresser	5200	4300	3900	4000	3050	2600
Dresser	Maple Island	4700	4275	3525	3750	2850	2350
Maple Island	Withrow	6400	5275	4800	4950	3800	3200
Withrow	Cardigan Jct.	6400	5275	4800	4950	3800	3200
St. Paul	Cardigan Jct.	2250	1875	1700	1750	1350	1125
Cardigan Jct.	Shoreham	4900	4050	3675	3800	2950	2450
Shoreham	Paynesville	4800	3950	3700	3900	3000	2400
Paynesville	Glenwood	6600	5450	4950	5200	4000	3300
Glenwood	Calloway	6200	5125	4650	4750	3660	3100
Calloway	Mahnomen	8000	6600	6000	6150	5600	4000
Mahnomen	TR Falls	12800	9675	8800	9000	7500	6400
TR Falls	Noyes	10000	8250	7500	7850	6450	5000
Superior	Moose Lake	6700	5525	5025	5250	3800	3350
Moose Lake	Brooten	9100	7500	6825	7000	5350	4550
Moose Lake	McGregor	5600	4625	4200	4300	3200	2800
McGregor	Gully	9100	7500	6825	7000	5350	4550
Gully	Plummer	12300	9275	8425	8750	6950	6150

BN Tracks
St. Paul Union
Depot Soo Line Jct. 1800 1550 1400 1500 1200 1100

WESTERN DIVISION GLENWOOD/TR FALLS WEST

ELBOW LAKE, CARRINGTON, PORTAL, WHITETAIL, VEBLLEN,
DEVILS LAKE & BISBEE SUBDIVISIONS

SINGLE UNIT ENGINE RATING IN TONS OF 2,000 POUNDS
BETWEEN ENGINE AND CABOOSE

WESTWARD		HORSEPOWER				
From	To	6 Axle	4 Axle	2000	1750	1500
		3000	3000	2250 2300 2500		
Glenwood	Hankinson	7900	6550	5925	4800	3950
Hankinson	Enderlin	9500	7850	7125	5760	4750
Enderlin	Siding 280	4800	4000	3600	3000	2400
Siding 280	Valley City	9500	7850	7125	5760	4750
Valley City	Rogers	4800	4000	3600	3000	2400
Rogers	Bordulac	6600	5450	4950	4000	3300
Bordulac	Harvey	7900	6550	5925	4800	3950
Harvey	Drake	7600	6300	5700	4600	3800
Drake	Balfour	6200	5150	4650	3900	3100
Balfour	Kenmare	7400	6100	5550	4560	3700
Kenmare	Bowbells	5000	4150	3750	3100	2500
Bowbells	Portal	7600	6300	5700	4560	3800
Flaxton	Dooley		5150	4650	3685	3100
Dooley	Whitetail		3750	3375	2600	2250
Veblen Jct.	Rosholt		5650	5100	3850	3400
Rosholt	New Effington		3725	3375	2600	2250
New Effington	Hammer		3475	3150	2340	2100
Hammer	Veblen		5300	4800	3500	3200
T.R. Falls	Conway		6975	6300	5050	4200
Conway	Adams		4975	4500	3800	3000
Adams	Hurd		6950	6300	5050	4200
Hurd	Tolley		4650	4200	3500	2800
Tolley	Kenmare		6650	6000	4400	4000
Fordville	Whitman		4300	3900	2950	2600
Whitman	Harlow		5950	5400	3950	3600
Harlow	Baker		5800	5250	3850	3500
Baker	Drake		5650	5100	3750	3400

ELBOW LAKE, CARRINGTON, PORTAL, WHITETAIL, VEBLER,
DEVILS LAKE & BISBEE SUBDIVISIONSSINGLE UNIT ENGINE RATING IN TONS OF 2,000 POUNDS
BETWEEN ENGINE AND CABOOSE

EASTWARD		HORSEPOWER				
From	To	6 Axle 3000	4 Axle 3000	2000	1750	1500
				2250 2300 2500		
Portal	Drake	9200	7350	6650	5540	4600
Drake	Harvey	9600	7650	6950	5780	4800
Harvey	Kensal	9000	7450	6750	5520	4500
Kensal	Valley City	11000	10000	8250	6760	5500
Valley City	Siding 280	4800	3800	3450	2900	2300
Siding 280	Enderlin	11000	10000	8250	6760	5500
Enderlin	Nashua	9500	7850	7125	5760	4750
Nashua	Glenwood	8300	6850	6225	5040	4150
Whitetail	Dooley		3500	3150	2500	2100
Dooley	Fortuna		5150	4650	3800	3100
Fortuna	Crosby		5400	4875	4000	3250
Crosby	Rival		6650	6000	4500	4000
Rival	Flaxton		7500	6750	5800	4500
Veblen	Hammer		5150	4650	3800	3100
Hammer	Rosholt		6300	5700	4600	3800
Rosholt	LaMars		7400	6675	5450	4450
LaMars	Veblen Jct.		8300	7500	6000	5000
Drake	Baker		5800	5250	4100	3500
Baker	Harlow		6000	5400	4300	3600
Harlow	Essex		6650	6000	4750	4000
Essex	Whitman		7300	6600	4950	4400
Whitman	Fordville		8600	7800	5900	5200
Kenmare	Norma		4050	3675	2950	2450
Norma	Grano		4800	4350	3500	2900
Grano	Overly		6650	6000	4850	4000
Overly	Agate		5975	5400	4350	3600
Agate	Loma		7125	6450	5200	4300
Loma	Fairdale		5550	5025	4700	3350
Fairdale	Warren		10300	9300	8850	6200
Warren	T.R. Falls		6975	6300	5300	4200

WISHEK, POLLOCK, MISSOURI RIVER
AND NEW TOWN SUBDIVISIONS

WESTWARD		HORSEPOWER				
From	To	4 Axle 3000	2000	1750	1500	
			2250 2300 2500			
Hankinson	MP253	4975	4500	3400	3000	
MP 253	Oakes	4475	4050	3100	2700	
Oakes	Merricourt	5475	4950	3800	3300	
Merricourt	Wishek	4300	3900	3000	2600	
Wishek	Napoleon	5150	4650	3500	3100	
Napoleon	Bismarck	5800	5250	4000	3500	
Wishek	Ashley	5150	4650	3500	3100	
Ashley	Madra	4800	4350	3300	2900	
Madra	Pollock	5650	5100	3800	3400	
Drake	Max	4800	4350	3300	2900	
Max	Coleharbor	6475	5175	3900	3450	
Coleharbor	Washburn	4475	4050	3100	2700	
Washburn	Wilton	2975	2700	2100	1800	
Wilton	Arnold	3825	3450	2600	2300	
Arnold	Bismarck	8300	7500	5700	5000	
Max	Ryder	5475	4450	3800	3300	
Ryder	New Town	5650	5100	3900	3400	
EASTWARD		HORSEPOWER				
From	To	4 Axle 3000	2000	1750	1500	
			2250 2300 2500			
Bismarck	Braddock	3475	3150	2400	2100	
Braddock	M.P. 357	5475	4950	3800	3300	
M.P. 357	Wishek	5300	4800	3700	3200	
Wishek	MP323.0	3825	3450	2600	2300	
MP323.0	Merricourt	5650	5100	3900	3400	
Merricourt	Oakes	6650	6000	4500	4000	
Oakes	MP252	5725	5175	4000	3450	
MP252	Hankinson	8125	7350	5300	4900	
Pollock	Ashley	4300	3900	3000	2600	
Ashley	Wishek	5650	5100	3800	3400	
Bismarck	Wilton	3325	3000	2400	2000	
Wilton	Underwood	4150	3750	2900	2500	
Underwood	Max	4300	3900	3000	2600	
Max	Ruso	5475	4950	3700	3300	
Ruso	Butte	7475	6750	5200	4500	
Butte	Drake	9300	8400	6300	5600	
New Town	Prairie Jct.	5150	4650	3500	3100	
Prairie Jct.	Ryder	5475	4950	3800	3300	
Ryder	Max	5475	4950	3700	3300	

TRAIN DISPATCHERS' PHONE WIRE ON POLE LINE:**EASTERN DIVISION****Facing East**

CF Yard to Owen—Second and third wires from right end of top cross arm.

Owen to Spencer—Third and fourth wires from right end of top cross arm.

Spencer to Stevens Point—First and second wires from right end of top cross arm.

Stevens Point to Shops Yard—Third and fourth wires from right end of top cross arm.

Shops Yard to Schiller Park—Third and fourth wires from right end of top cross arm.

Owen to Ladysmith—Third and fourth wires from right end of cross arm.

Ladysmith to Superior—First and second wires from right end of top cross arm.

Park Falls to Spencer—First and second wires from right end of cross arm.

WESTERN DIVISION**Facing in the direction of increasing Mile Posts:**

From 26th Avenue North, Minneapolis to junction switch, Glenwood—Third and fourth pin positions from left end on third crossarm.

From junction switch, Glenwood to Noyes—Seventh and eighth pin positions from left end on top crossarm.

From junction switch, Glenwood to Fairmount—Third and fourth pin positions from left end of crossarm.

From Fairmount to Portal—First and second pin positions from left end of crossarm.

From Camden Place to Central Ave.—Third and fourth pin positions from left end on top crossarm.

From Central Ave. to Shoreham—Third and fourth pin positions from left end on third crossarm.

From Central Ave. to Withrow—First and second pin positions from left end on top crossarm.

From Withrow to a point about one-half mile east of Withrow on the Barron Sub—Eighth and ninth pin positions from left end on third crossarm.

From a point about one-half mile east of Withrow to Dresser—First and second pin positions from left end on top crossarm.

From Dresser to Superior depot—Ninth and tenth pin positions from left end of top crossarms.

From Cardigan Jct. to Soo Line Jct.—First and second pin positions from left end on top crossarm.

Facing East

Withrow to C.F. Yard—Second and third wires from right end of top crossarm.

LOCATION OF TRAIN DISPATCHER'S TELEPHONES

In addition to stations showing "P" in Column 6(A) where train dispatcher's telephone is located, telephones are located at various locations as follows:

EASTERN DIVISION**CHICAGO SUBDIVISION**

Junction 20
Oakton Blvd. (MP 21.81)
Des Plaines (Thatcher Ave.)
Deval Tower
Deval (West end)
Wheeling (West end)
McKinley
Prairie View (Both ends)
Leighton (Both ends & depot)
Mundelein (Both ends)
MP 44 MILW crossing
Grays Lake (Both ends and section shanty)
Lake Villa (Both ends)
Antioch
Silver Lake (Both ends)
MP 66.2 Wheatland
MP 69.5 (Absolute signal)
Burlington (Both ends, Murphy Mill & Diamond)
Honey Creek
Midway (Both ends)
MP 85.5 MET connection switch
Mukwonago (middle of house track)
Vernon (Both ends)
Ameron Switch
MP 97.3 C&NW Jct.
MP 99.2 (Moreland Ave.)
MP 99.8 (Siding 100)
MP 100.6 PDC Jct.
Duplainville (west end and east end)
MP 105.5 Siding 105
Sussex (Both ends)
Spur 112
Colgate (Both ends)
Rugby Jct. (Both ends and WSOR connection switch)
Slinger (Both ends and WSOR crossing)
Spur 126
Allenton (Both ends house track)
Marsh (Both ends)
MP 142.9 Lomira
MP 145.5 Calcan
Byron (Both ends)
MP 150.1 Hamilton
Valley Siding (Both ends)
MP 153.80 Midwest Storage Spur
MP 154 International Paper Co. Spur
MP 155.07 Dixie Street
Fond du Lac Forest Avenue
Fond du Lac Sadoff Spur
Shops Yard (East end)

NEENAH SUBDIVISION

Shops Yard (West end)
Van Dyne (Both ends)
MP 168.9 Fisk Road
Oshkosh (Both ends of siding,
4th St. crossing, at crossover west of Main St., 75 ft. west
of drawbridge, & C&NW crossing, Waukau Ave. &
Murdock St.)
Winnebago (Both ends)
Dixie Spur (MP 183.9)

NEENAH SUBDIVISION

Neenah (Both ends, Shawano subdivision connection switch and Main St.)
 Anton (Both ends)
 MP 195.4 (Old Medina)
 MP 204.2 Readfield
 Fremont (Both ends)
 MP 210.0 Gills Landing
 Dale (Station Sign, MP 199.38)
 Weyauwega (Both ends)
 Waupaca (Both ends and depot)
 Sheridan (East end house track)
 Nelsons (Both ends)
 Amherst Booth (old platform)
 Lake Emily
 MP 240.3 Custer Pit and booth west end
 Stockton (Middle of house track and east end)
 MP 246.44 Joerns Spur
 Stevens Point (East yard switch)
 Stevens Point (East end shanty)

MARSHFIELD SUBDIVISION

Stevens Point (Depot entrance)
 Stevens Point (MP 249.2 Vettters & GBW crossing)
 Rocky Run (East end)
 Junction City (Both ends)
 Milladore (West end)
 Sherry
 Auburndale (Both ends)
 Hewitt
 Marshfield (Both ends and yard shanty)
 Spencer (Both ends, Old Jct. Switch & West wye switch)
 Riplinger (Both ends)
 Owen (Both ends and at 3rd St. crossing)
 MP 312.3 Black River Bridge
 Thorp (Both ends)
 Stanley (East end and depot)
 Boyd (East end)
 Cadott (Both ends)
 MP 344.4 Bateman (booth)
 CNW Crossing
 MP 350.6 C.F. Yard (booth)
 C.F. Yard (East end)

SUPERIOR SUBDIVISION

MP 315.80 (Clarks Crossings)
 MP 320.4 Lublin
 MP 328.4 Gilman (House track)
 Donald (East switch)
 MP 340.3 Sheldon (Section shanty)
 MP 346.4 Conrath (House track)
 MP 360.5 Flom (House track switch)
 MP 363.1 Murry
 MP 369.1 Exeland
 MP 370.9 Weirgor
 MP 377.1 Lemington
 MP 389.4 Stone Lake (depot)
 MP 402.6 Stanbery (booth)
 MP 412.6 Chittamo
 MP 420.9 Gordon (depot)
 MP 429.1 Solon Springs
 MP 440.0 Hillcrest (east switch)
 MP 446.2 Way (Section house)
 MP 454.6 Ambridge (DMIR crossing)
 MP 454.9 Ambridge (DMIR jct. switch)

ASHLAND SUBDIVISION

Abbotsford (booth)

(LOCATION OF CONTROL OPERATOR CTC TELEPHONES)

C&NW WB Approach signal 174.1
 C&NW Wye connection
 C&NW WB absolute signal — Empire Jct.
 Joint WB Approach signal from Empire Mine
 Joint Wye connection
 Bungalow at Empire Jct.
 Joint WB absolute signal North J&L
 Bungalow at Eagle Mills
 C&NW — Soo EB Signal, Eagle Mills
 South Wye bungalow
 Hogan Ore Yard
 East Wye bungalow
 West Wye bungalow
 Negaunee East bungalow
 Negaunee West bungalow
 LS&I Jct. bungalow
 Intermediate Signal 167.9
 Ishpeming East bungalow
 Ishpeming Operator's Office in depot
 Ishpeming — East end of yard
 Ishpeming (Landing Jct.) bungalow
 Ishpeming West bungalow
 Ishpeming — West end yard tracks
 C&NW Ishpeming connection electric lock
 Soo Jct. bungalow
 LS&I Yardmaster's office, Eagle Mills
 CTC Operator's office, Eagle Mills (LS&I)

WESTERN DIVISION**PAYNESVILLE SUBDIVISION**

14 Ave. No. — Signal Bungalow
 Camden Depot
 Camden — Signal Bungalow
 Camden — West Wye Switch
 Low Line Switch West of Marshall St.
 Marshall St. — Signal Bungalow
 University Ave.
 Humbolt East — Signal Bungalow (Lyndale Ave. No.)
 Humbolt West — Signal Bungalow
 BN Interlocker Crystal — Signal Bungalow
 MNS Jct. — Signal Bungalow
 MP 9.2 (Signal 9)
 Heney Spur west end
 Hamel East Switch
 Hamel West Switch
 Loretto-East Signal Bungalow
 Loretto-West Signal Bungalow
 Rockford West Switch
 Rockford East Switch
 Buffalo-East Signal Bungalow
 MP 36.40 Buffalo Electric Lock on East end of House track
 Buffalo-West Signal Bungalow
 Annandale 2 poles West of MP 51
 South Haven Spring Switch
 Kimball — Booth
 Watkins — Booth
 Regal West End of Yard
 Belgrade — Booth

DETROIT LAKES SUBDIVISION

Forada—MP 130.2
Carlos—MP 143.9
Ottetail—MP 179.3
Vergas—MP 201
Winger—MP 264.4
Erskine—BN Crossing

NORTHFIELD SUBDIVISION

Atwood—next to Gen'l. Mtrs. Spur
Auto Club—west end of yard
Minnesota River bridge—shanty, east end
Savage—tool house
Air Lake Park—shanty
Eureka Center—west end siding
Northfield—Yard office and Section Shanty

BROOTEN SUBDIVISION

DM & IR Connection (Yard Phone)
V.N. Crossing (Yard Phone)
500 Ft. East of V.N. Crossing (Yard Phone)
21st St. Yard Office (Yard Phone)

DANBURY SUBDIVISION

MP 140—3 poles East of Black River Bridge
Harlis—Booth
MP 123—3 poles West
Kingsdale—Booth
Cloverton—Booth
Markville—Section House
Danbury—Booth
Webster—Booth
Siren—Section House
Lewis—Booth
Luck—Section House
Milltown—Booth
Centuria—Booth

NEW RICHMOND SUBDIVISION

Central Ave.—MP 4.3
New Brighton—Signal Bungalow
MP 16.7—Bald Eagle Section House
MP 12.8—Cardigan Jct.
MP 21.53
Withrow West End of Depot
MP 425.2 Between Withrow and St. Croix Bridge
MP 424.9 East End—St. Croix Bridge
MP 421.1—Somerset
MP 404.8—Cylon
MP 399.3
MP 396
MP 389.9—Downing Jct.
MP 385
MP 379.4—Wheeler
MP 375
MP 372.5
MP 362—Albertville
MP 358.5—Howard

BARRON SUBDIVISION

Maple Island—Booth
Marine—Booth
Osceola—Booth

ELBOW LAKE SUBDIVISION

Glenwood
Hoffman
Elbow Lake
Wendell (on pole)
Nashua (on pole)
B.N. Jct. (on pole west
transfer switch)
Tenney (on pole)
Fairmount
Veblen Jct. (on pole east end)
Hankinson
Wyndmere (section shelter)
McLeod (pump house)
Anselm (on pole)
Enderlin

CARRINGTON SUBDIVISION

Enderlin
Siding 280 (on pole east end)
Valley City
MP 294.5 (on pole)
Rogers (section shelter)
Kensal
Carrington
Harvey

PORTAL SUBDIVISION

Harvey
Drake
Minot
Soo Tower
Kenmare
Flaxton (on pole)
Portal

DEVILS LAKE SUBDIVISION

Thief River Falls
Fordville (dial phone)
Devils Lake (dial phone)
Drake

BISBEE SUBDIVISION

Fordville (dial phone)
Bisbee (dial phone)
Kenmare

WHITETAIL SUBDIVISION

Flaxton (on pole)

WISHEK SUBDIVISION

Hankinson
Wishek (dial phone)
Bismarck (dial phone)

MISSOURI RIVER SUBDIVISION

Drake
Max (dial phone)
Bismarck (dial phone)

COMPANY PHYSICIANS

EASTERN DIVISION

Location	Name	Title
Minneapolis	Dr. M.C.L. Hansen	Medical Director
	Dr. L.W. Weber	Medical Director
	Dr. R. Scott	Medical Director
Antioch	E.W. Ollila	Medical Director
	Dr. E.L. Bobzien	Local Surgeon
	Dr. J.W. Kopriva	Local Surgeon
Ashland	Dr. A.L. Thain	Local Surgeon
	Dr. A.A. Koehler	Local Surgeon
	Dr. D.J. Baker	Local Surgeon
Burlington	Dr. E.P. Gander	Local Surgeon
	Dr. G.K. Larmore	Local Surgeon
	Dr. C.A. Kemper	Local Surgeon
Chippewa Falls	Dr. C. Samuelson	Local Surgeon
	Dr. J.W. Koch	Local Surgeon
	Dr. B.S. Rathert	Local Surgeon
Colby	Dr. M. Bachhuber	Local Surgeon
	Dr. W. Brusky	Local Surgeon
	Dr. D.R. Fownes	Local Surgeon
Crandon	Dr. H. Guth	Local Surgeon
	Dr. L.J. Keenan	Local Surgeon
	Dr. E.T. Sanfelippo	Local Surgeon
Franklin Park	Suburban Med. Clinic	Local Surgeons
	Dr. J.R. Dehlin	Local Surgeon
	Dr. C.J. Olson	Local Surgeon
Gladstone	Dr. D.J. Martinetti	Local Surgeon
	Dr. R.P. Bennett	Local Surgeon
	Dr. P. Carmody	Local Surgeon
Hurley	Dr. M.C. Bennett	Local Surgeon
	Dr. E.T. Lincke	Local Surgeon
	Dr. J.B. Keplinger	Local Surgeon
Ladysmith	Dr. T.J. Mudge	Local Surgeon
	Dr. J. Lehtinen	Local Surgeon
	Dr. N.F. Gordon	Local Surgeon
L'Anse	Dr. F.H. Smith	Local Surgeon
	Dr. W.G. Humphrey	Local Surgeon
	Dr. G. Quinn	Local Surgeon
Marquette	Dr. R.D. Gibson	Local Surgeon
	Dr. E.T. Eyvindsson	Local Surgeon
	Dr. J.L. Murphy	Local Surgeon
Milwaukee	Dr. F. Rubino	Local Surgeon
	Dr. W.S. Bump	Local Surgeon
	Dr. P.L. Loes	Local Surgeon
Neenah	Dr. B. Kotila	Local Surgeon
	Dr. O.G. Rosemeyer	Local Surgeon
	Dr. I.E. Schiek, Jr.	Local Surgeon
Negaunee	Dr. I.E. Schiek, III	Local Surgeon
	Dr. D.C. Howe	Local Surgeon
	Dr. T.B. Mackie	Local Surgeon
Newberry	Dr. A.J. Madhani	Local Surgeon
	Dr. E.S. Rhind	Local Surgeon
	Schiller Park Clinic	Local Surgeons
Park Falls	Dr. D.A. Jeffries	Local Surgeon
	Dr. A.J. Sowka	Local Surgeon
	Rice Clinic	Local Surgeons
Rhineland	Dr. R.P. Fruehauf	Local Surgeon
	Dr. C. Giesen	Local Surgeon
	Dr. R.R. Mataczynski	Local Surgeon
Sault Ste. Marie	Dr. J. Vosmek	Local Surgeon

WESTERN DIVISION

Location	Name	Clinic (where applicable)
Minneapolis, MN	Dr. D. A. Godfrey (Medical Director)	Internists, Ltd.
	Dr. E. W. Ollila (Medical Director)	
	Dr. R. H. Scott (Medical Director)	
	Dr. L. W. Weber (Medical Director)	
	Dr. Kai K. Hunt	
Alexandria, MN	Dr. L. C. Lundsten	Bemidji Clinic
Bemidji, MN	Dr. Phillip O. Dahl	Mid Dakota Clinic
	Dr. Scott B. Girard	
Detroit Lakes, MN	Dr. M. E. Odlund	Lakes Medical Center
Devils Lake, ND	Dr. L. F. Pine	Lake Region Clinic
	Dr. R. D. McBane	
	Dr. W. J. Turkula	
	Dr. N. L. Montaniel	
Drake, ND	Dr. B. A. Hordinsky	Tri County Medical Center
	Dr. R. Lenzmeier	
	Dr. W. Mayo	
Enderlin, ND	Dr. C. Jensen	Enderlin/Lisbon Clinic
	Dr. J. Burh	
	Dr. R. Wiisanen	
Enderlin/Lisbon, ND	Dr. A. K. Lewis	Garrison Clinic
	Dr. W. J. Palmer	
	Dr. P. R. Marquez	
Fessenden, ND	Dr. S. R. Rillo	Garrison Clinic
	Dr. M. J. Towarnicky	
	Dr. J. T. Boyle	
Garrison, ND	Dr. K. Leonard	Glenwood Medical Center
	Dr. R. G. Hallare	
	Dr. G. E. Lee	
Glenwood, MN	Dr. J. Schlueter	St. Girard's Outpatient Clinic
	Dr. H. Patterson	
Hankinson, ND	Dr. W. Mayo	Medical Arts Clinic
Harvey, ND	Dr. C. Nyhus	
Mahnomen, MN	Dr. C. B. Mercil	Paynesville Medical Clinic
Minot, ND	Dr. T. O. Langager	
New Town, ND	Dr. H. J. Wilson	Paynesville Medical Clinic
Paynesville, MN	Dr. E. J. Aulick	
	Dr. J. J. Groshens	
	Dr. R. J. Lindeman	
Thief River Falls, MN	Dr. P. D. Johnson	Falls Clinic
	Dr. G. B. Martin	
Thief River Falls, MN	Dr. D. Davidson	Thief River Clinic
	Dr. L. Herber	

JUDGING SPEED

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

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

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

Car Coupled at		Units of Destructive Force
1 mph		1
2 mph		4
3 mph	Safe	9
4 mph		16
5 mph		25
6 mph		36
7 mph		49
8 mph	Damaging	64
9 mph		81
10 mph		100

SPEED CARD

To Find Coupling Speed at 40 Foot and 50 Foot Car

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

Seconds	40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.

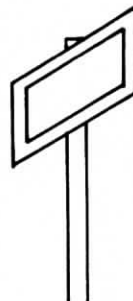
Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over—prevent Rough Handling—it can be done.

CAR CODES AND AVERAGE TARE TONS

Kind of Car Code	Average Tare Tons	Kind of Car
B	29	Box
C	40*	Flat with container
F	31	Flat
G	31	Gondola
H	29	Hopper except covered hopper
J	30	Covered hopper
O	19	Ore
P	70	Passenger
Q	35	Equipped flat without trailer or container
R	40	Refrigerator
S	22	Stock
T	37	Tank
V	40*	Flat with trailer
W	Stencil Weight	Work equipment (X or W)
D	25	Deadhead caboose
Z	141	Deadhead engine unit

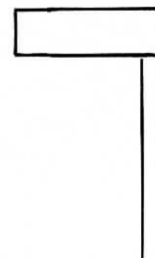
*Includes 5 tons for trailer or container, add 5 tons for each additional trailer or container.

ROADWAY SIGNS

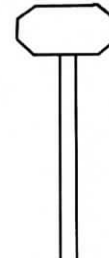


"STATION 1-MILE" SIGN

This sign is placed 1 mile from exterior station grounds switches except where yard limit boards occur signs shall be placed one mile from yard limit board.



SNOW PLOW CLEARANCE SIGN



FLANGER SIGN

Note: "Station 1-mile" signs are not in use on the Northfield Subdivision of the Western Division.

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NOTES

NOTES

Attach Form 1070, Instructions for Handling Hazardous Materials, to this page.

SOO LINE LOCOMOTIVE ROSTER

Unit Numbers	Model Type	Horse-Power	Weight on Drivers	Brake Cyl. Pres.	Brake Shoes	Fuel Capacity	Low idle	Air flow meter	Engine Purge	Alignment Control	Comments
500A, 502A	FP-7	1500	256,980	45	Cast	1200	No	No	No	No	
2500A	FP-7	1500	231,180	45	Cast	1200	No	No	No	No	
2201A	F-7	1500	231,180	45	Cast	1200	No	No	No	No	
2112-2115	SW-9	1200	247,100	35	Cast	600	No	No	No	No	Frict Brg. with
2117-2119	SW-9	1200	247,100	35	Cast	600	No	No	No	No	25 mph. restrict.
MNS 30-35	SW1200	1200	247,180	35	Cast	600	No	No	No	No	
321-328	SW1200	1200	247,180	35	Cast	600	No	No	No	No	Frict. Brg. with
2120-2127	SW1200	1200	247,180	35	Cast	600	No	No	No	No	25 mph. restrict.
MNS 36-37	SW1500	1500	247,180	35	Cast	600	No	No	No	No	
375-378	GP-7	1500	245,600	45	Cast	1200	No	No	No	Yes	
381-383	GP-7	1500	245,600	45	Cast	1200	No	No	No	Yes	
400-405	GP-9	1750	246,340	45	Cast	1600	No	No	No	No	
408-412,414	GP-9	1750	246,340	45	Cast	1600	No	No	No	No	
550-558	GP-9	1750	251,540	45	Cast	1100	No	No	No	No	
2401-2413	GP-9	1750	246,340	45	Cast	1600	No	No	No	No	
2550-2553	GP-9	1750	251,540	45	Cast	1100	No	No	No	No	
2555-2556	GP-9	1750	251,540	45	Cast	1100	No	No	No	No	
2381	SD-9	1750	296,600	45	Cast	1200	No	No	No	No	
700-713	GP30	2250	255,480	30	Comp	2250	No	No	No	Yes	
715-721	GP30	2250	255,480	30	Comp	2250	No	No	No	Yes	
722-724	GP35	2500	255,480	*45	*Cast	2600	No	No	No	Yes	*722 has comp shoes & 30# Pres
726-731	GP35	2500	255,480	45	Cast	2600	No	No	No	Yes	
732-735	GP40	3000	263,840	45	Comp	3200	No	No	No	Yes	
MNS 40-41	SD39	2300	367,500	72	Comp	3200	No	Yes	No	No	
737-756	SD40	3000	367,500	72	Comp	3200	Yes	Yes	No	Yes	
757-765	SD40-2	3000	367,500	72	Comp	3200	Yes	Yes	No	Yes	
767-781	SD40-2	3000	367,500	72	Comp	3200	Yes	Yes	No	Yes	
783-789	SD40-2	3000	367,500	72	Comp	3200	Yes	Yes	No	Yes	
4400-4407	GP38-2	2000	267,000	38	Comp	3200	Yes	Yes	*No	Yes	*Purge on 4400-4401
4409-4429	GP38-2	2000	267,000	38	Comp	3200	Yes	Yes	No	Yes	
4431-4452	GP38-2	2000	267,000	38	Comp	3200	Yes	Yes	*No	Yes	*Purge on 4435 & 4444-4452
6601-6604	SD40-2	3000	367,500	72	Comp	3200	Yes	Yes	No	Yes	
6606-6613	SD40-2	3000	367,500	72	Comp	3200	Yes	Yes	No	Yes	
6614-6616	SD40-2	3000	390,000	72	Comp	3200	Yes	Yes	Yes	Yes	
6617-6623	SD40-2	3000	378,855	72	Comp	4000	Yes	Yes	Yes	Yes	

SPEED TABLE

Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile	
	Minutes	Seconds		Minutes	Seconds
5	12	0	35	1	43
8	7	30	38	1	35
10	6	0	40	1	30
12	5	0	43	1	24
15	4	0	45	1	20
18	3	20	48	1	15
20	3	0	50	1	12
23	2	36	52	1	09
25	2	24	55	1	06
27	2	12	58	1	02
30	2	0	60	1	0
32	1	52	62	0	58