

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

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

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Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD	CONTINUED RIVER SUBDIVISION STATION PAGE TRAM AREA 1 # DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	Haulage Factors Eastward
				Distance From St Paul Yard		Mile Post Location					
5.08	4842	X	C	18.7	# EAST HASTINGS 2.4	388.7			CQ		5.08
	4843	B	T	16.3	# HASTINGS (West End of MT 2) (Mississippi Drawbridge)	391.1		YARD	MP 390.7 to MP 391.4		
			C		1.0						
Between St Croix and St Paul Yard Main Tracks used jointly with BNSF under BNSF Train Dispatcher											
2.82	4844	J X	C	15.3	# ST CROIX (Jct BNSF Railroad) (East End of 2 MT)	392.1C 410.5B			CQ BNSF No 2 MT MP 420.0B to MP 421.4B	402.8 No 2 MT	4.38
	4849	X		4.9	# NEWPORT 0.6	402.5C 422.2B					
			T	4.3	# RED ROCK 2.0	403.1C					
				2.3	# DUNN 1.4	405.1C			CQ Red Rock Industrial Track	BNSF 424.4 No 1 MT	
		X		0.9	# OAKLAND 0.9	406.5C 426.7B					
			C	0.0	ST PAUL YARD (Jct Merriam Park Sub)	407.4C		YARD			
	4850	BT									
	Between St Paul Yard and St Croix Main Tracks used jointly with BNSF under BNSF Train Dispatcher										

RIVER SUBDIVISION

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

1.0 Radio and Telephone Information

1.1 Radio Channels

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

1.2 Telephone

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

RIVER SUBDIVISION

2.0 Speed

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

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Speed – continued

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

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2.2 Cold Weather Restrictions

PSGR XT OTHER

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

2.3 Hot Weather Restrictions

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

2.4 Speed Test Sections

MP 381 to MP 378

3.0 Tabular General Bulletin Order/Track Bulletins

3.1 River Subdivision

Provisions of Rule 6.2 apply.

4.0 Block System/Authority/Track Designation

4.1 Block System

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

Between Hoffman Ave. And St. Croix

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

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

4.2 Authority

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

4.3 Main Track Designation

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

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

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Block System/Authority/Track Designation - continued

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

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

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

4.4 Yard Limits
Not Applicable

4.5 Interlocking
Not Applicable

5.0 Equipment Restrictions and Securement Exceptions

Equipment Restrictions

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

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

Securement Exceptions

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

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

6.0 Movement Over Public Crossings

6.1 Winona

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

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

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6.2 Between Duke and Hastings

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

6.3 Between Vermillion and East Hastings

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

7.0 Quiet Zones

Continuous Quiet Zones

7.1 Winona

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

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

and all other road crossings on downtown tracks.

7.2 Hastings

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

2 nd Street	MP 391.09
3 rd Street	MP 391.02

7.3 Cottage Grove

Continuous Quiet Zone covering the following road crossing:

Inman Ave	MP 415.2B No 2 MT
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7.4 St Paul Park

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

Pullman Ave	MP 420.32 B
9 th Avenue	MP 420.71 B
Broadway Ave	MP 421.10 B

7.5 St Paul

Continuous Quiet Zone covering the following road crossings:

North Star Steel
Red Rock Road
Roundhouse Crossing

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8.0 Switch and Derail Information

8.1 Electric Locks

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

9.0 Trackside Warning Detectors and Bad Order Set Out Tracks

9.1 Trackside Warning Detector Locations

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

9.2 WILD Detector MP 378.8

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

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

9.3 Bad Order Set Out Tracks

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

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10.0 Other Tracks

10.1 Other Tracks Not Shown as Stations

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

11.0 General Information

11.1 Calling of Restrictions Rule 1.47

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

11.2 Red Wing – ADM Norsun

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

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

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

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

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

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

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

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General Information – continued

11.3 Cottage Grove

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

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