

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

Haulage Factors Westward	Station Number	Rule 4.3	Method of Operation	WESTWARD	<b>WASECA SUBDIVISION STATION PAGE TRAM AREA'S</b> Waseca to Rochester - 2 Rochester to MN City - 4 # 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 Waseca		Mile Post Location										
1.2	04836		<b>Rule 6.28</b>	98.1	# (Jct River Sub) <b>GOODVIEW</b>	4.9					Down Grade					
					1.5											
	04825			96.6	<b>MINNESOTA CITY</b>	6.4										
					4.9											
1.98	01003		<b>T</b>	91.2	<b>STOCKTON</b>	11.3										
					7.1											
	01008			84.1	<b>LEWISTON</b>	18.4										
					4.4											
1.98	01009		<b>T</b>	79.7	<b>UTICA</b>	22.8										
					5.5											
	01012			74.2	<b>ST CHARLES</b>	28.3										
					8.6											
Down Grade	01018		<b>T</b>	65.6	<b>EYOTA</b>	36.9										
					1.0											
	01021			64.6	<b>PLAINVIEW SPUR</b>	37.9										
					11.4											
1.81	01024	B	<b>W</b>	53.2	<b>ROCHESTER</b>	49.3					40.4  1.98					
					9.4											
	01027			43.8	<b>BYRON</b>	58.7										
					5.7											
1.81	01030		<b>W</b>	38.1	<b>KASSON</b>	64.4					61.4					
					4.0											
	01033			34.1	ESS Dodge Center <b>DODGE CENTER</b> WSS Dodge Center	66.8 68.4 68.8										
					8.0											
1.97	01036		<b>C</b>	26.1	<b>CLAREMONT</b>	76.4					9718					
					11.2											
	00361			14.9	<b>OWATONNA JCT</b> (Jct Owatonna Sub)	87.6										
					0.5											
	00362			14.4	(Jct Owatonna Sub) <b>OWATONNA</b>	88.1										
					8.2											
1.97	01039		<b>C</b>	6.2	<b>MERIDEN</b>	96.3					92.4  1.75					
					6.2											
	01057	BY		<b>YL</b>	0.0	<b>WASECA</b> (Jct Tracy Sub)						102.5	100.9 to 107.25	<b>YARD</b>		

**WASECA**

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**WASECA**

**WASECA SUBDIVISION**

**1.0 Radio and Telephone Information**

**1.1 Radio Channels**

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

**1.2 Telephone**

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

**2.0 Speed**

<b>2.1 Maximum Speed</b>	<b>MPH</b>
MP 4.4 - MP 6.4.....	10
MP 6.4 - MP 18.2.....	25
MP 18.2 - MP 20.5.....	10
MP 20.5 - MP 46.0.....	25
MP 46.0 - MP 100.9.....	30
MP 100.9 - MP 102.5.....	10

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

**2.2 Cold Weather Speed Restrictions**

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

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

**2.3 Hot Weather Speed Restrictions**

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

**2.4 Speed Test Sections**

MP 9.0 - MP 10.0  
 MP 92.0 - MP 93.0

**WASECA SUBDIVISION**

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

**3.1 Waseca Sub**

Provisions of Rule 6.2 apply.

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

**4.1 Block System**

Not Applicable

**4.2 Authority**

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

GCOR Rule 6.28

Minnesota City MP 4.4 - MP 6.4

**4.3 Main Track Designation**

Single Main Track between Minnesota City and Waseca.

**4.4 Yard Limits**

West MP		East
MP		
107.25	Waseca (Tracy Sub)	
	Waseca.....	100.9

**5.0 Equipment Restrictions and Securement Exceptions**

**Equipment Restrictions**

**5.1 Stockton**

No locomotives past clearance point.

**5.2 Lewiston**

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

**5.3 St Charles**

West fertilizer track - 4 axle locomotives only.

**5.4 Haverhill**

Greenway Coop - 4 axle locomotives only.

**5.5 Rochester**

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

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

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

**5.6 Byron**

Elevator track - 4 axle locomotives only.

**5.7 Dodge Center**

McNeilus Track - 4 axle locomotives only.

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**WASECA SUBDIVISION**

**Equipment Restrictions and Securement  
Exceptions - continued**

**5.8 Claremont**

Downtown fertilizer track - 4 axle locomotives only.

**5.9 Waseca Yard**

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

**Securement Exceptions**

**5.10 Rochester**

Minimum 2 hand brakes

**5.11 Dodge Center**

Minimum 2 hand brakes

**5.12 Waseca**

Yard Minimum 1 hand brake  
Cemetery Crossing - Minimum 2 hand brakes  
Main Track, MP 100.9 - MP 102.5 - Minimum 2 hand brakes on cars plus hand brake applied on each unit in locomotive consist.

**6.0 Movement Over Public Crossings**

**6.1 Lewiston**

All movements on Elevator Track must activate automatic crossing warning device for 20 seconds prior to occupying Fremont Street grade crossings (MP 18.4).

**6.2 Eyota**

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

**6.3 Rochester**

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

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

**WASECA SUBDIVISION**

**6.4 Waseca**

Do not block crossings on school days:  
0730 to 0800    1200 to 1300    1445 to 1515

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

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

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

**7.0 Quiet Zones**

Not Applicable

**8.0 Switch and Derail Information**

**8.1 Owatonna Jct**

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

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

**9.1 Trackside Warning Detector Locations**

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

**10.0 Other Tracks**

**10.1 Other Tracks Not Shown as Stations**

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

**10.2 Rochester**

Seneca Spur – Rule 6.28 applies.

**WASECA**

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

Descending Heavy Grade Train Handling Procedure:  
These instructions apply to Eastward trains in which the tons per operative brake exceeds 100 tons:

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

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

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

**11.3 Waseca**

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

**WASECA**