

CN		RAINY SUBDIVISION				59	
TRACK CHART & SIDINGS	SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	STATIONS	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL-INS
			167.0	DULUTH JCT 1.8	Rule 520	150.9	(16 16) RTC 5-0-0 Diesel Doctor 8-3-8
			165.2	RANIER 2.3			
			162.9	SOUTH RANIER 1.1	CTC	134.0	(16 16) RTC 5-0-0 Diesel Doctor 8-3-8
			161.8	VAN LYNN 14.8			
	10,000	148.1 146.0	147.0	IKE 19.0			
	10,460	128.0 125.9	128.0	ASH LAKE 12.5			
			115.5	ORR 11.3			
	10,140	104.9 103.0	104.2	HALEY 8.9			
			95.3	POTLATCH 11.9			
	10,100	84.4 82.4	83.4	BRITT 6.7			
			76.7	MINORCA JCT. 3.4			
	5,120	73.4 72.2	73.3	VIRGINIA 2.5			
			70.8	SHELTON JCT. 4.0	TWC	63.9	(16 16) RTC 5-0-0 Diesel Doctor 8-3-8
			66.8	RAMSHAW 4.9			
7,170	62.5 61.1	61.9	PEARY 19.5				
6,557	42.9 41.7	42.4	SHAW 22.0				
		20.4	SIMAR 9.7	TWC	56.0 44.1	(16 16) RTC 5-0-0 Diesel Doctor 8-3-8	
7,368	21.3 19.8	20.4	SIMAR 9.7				
		10.7	NOPEMING JCT.		22.6	(16 16) RTC 5-0-0 Diesel Doctor 8-3-8	

MPH
MAXIMUM SPEED60

SPEED RESTRICTIONS MPH

MP 163.7 to MP 162.9 on "Old Main"30
MP 162.9 - through turnout DCS20
MP 162.9 to MP 155.050
MP 135.4 to MP 132.055
MP 132.0 to MP 128.135
MP 120.7 to MP 116.855
MP 109.9 to MP 109.755
MP 101.1 to MP 86.855
MP 86.8 to MP 86.045
MP 86.0 to MP 77.250
MP 77.2 to MP 76.345



MP 76.3 to MP 70.8 .....	.55
MP 70.8 - through turnout to Connecting Track .....	.20
MP 70.8 - Missabe Subdivision Crossing .....	.25
MP 70.8 to MP 66.8 .....	.45
MP 66.8 - Iron Range Subdivision Crossing .....	.25
MP 66.8 to Nopeming Jct. ....	.49
Nopeming Jct. - through turnout DCS .....	.25

SIDING SPEEDS	Turnouts	Siding
	MPH	MPH
Ike .....	.25	25
Ash Lake .....	.25	25
Haley .....	.25	25
Britt .....	.25	25
Virginia .....	.15	15
Peary .....	.15	15
Shaw .....	.15	15
Simar .....	.15	15

OPERATING CHARACTERISTICS

DOB LIMITS -

Duluth DOB	Superior Sub between MP 480.3 and MP 438
	Stinson Sub between MP 457.5 and MP 454.8
	Rainy Sub between MP 24 and MP 10.7
	Missabe Sub between MP 15 and MP 0.5

TWC - in effect between

Shelton Jct. and Nopeming Jct.

SIGNAL RULES - in effect

Rules 803-816

EXCEPT between Minorca Jct. and Shelton Jct: Rules 817, 818, 819, 821, 822, 829, 830, 831 and 832.

CTC - in effect between

South Ranier and Shelton Jct. **Controlled by** Rainy Desk

RAILROAD CROSSINGS AT GRADE

Ramshaw Iron Range Sub Crossing **Controlled by** Automatic
 Shelton Jct. Missabe Sub Crossing Automatic*

* At Shelton Jct., the Missabe Sub connection switch and crossing are within the same control point. The RTC controls the signals on the Rainy Sub, but this is an automatic interlocking on the Missabe Sub. When signal displays Stop indication, be governed by the following:

1. Crew member must immediately communicate with the RTC.
2. RTC must grant authority to pass stop signal.
3. Before passing stop signal, crew member must open the knife switch. After waiting three (3) minutes, train may pass stop signal. After interlocking limits are occupied, knife switch must be closed and metal box locked.
4. Movement over dual control switch on Rainy Sub must be made in accordance with USOR Rule 712.

On-Track Safety	Shelton Jct.	Ramshaw
Foul Time		
Track & Time		
Planned Work		
Watchman/Lookout	X	X
Lone Worker		X
Lock-out Box	X	X
Signal Maintainer	X	X
Inaccessible Track		

Rule 520 - Trackage north of MP 162.9 is designated Track other than Main Track.

BULLETIN BOARDS

RainierYard Office
 VirginiaYard Office
 PokegamaYard Office

MEASURED MILES

MP 11 and MP 12
 MP 159 and MP 160

SPECIAL CONDITIONS

Ranier - Locomotives must not be left unattended near the United States Customs Office.

Ranier Drawbridge - No movement may be made over Ranier Drawbridge without permission of the Rainy Desk RTC. When advised by the RTC that the bridge is properly lined, movement may proceed past the stop sign without stopping. Maximum clearance through the drawbridge is 10' 5" wide at 20' 6" from the top of the rail.

Minorca Yard Tracks - Authority of Minorca Plant Supervisor or Control-room operator is required before occupying or fouling any Minorca yard track. They may be contacted at (218) 749-5910 (Supervisor Ext. 263 and Operator Ext. 271). After authorizing CN movement, Minorca remote control car mover operator will provide point protection for all movements.

Dragging Equipment Detector - The following Dragging Equipment Detector is located on Minorca Spur with the appropriate Radio Channel:
 Minorca - Below Loop Track(16 16)

Virginia - No clearance for employee on side of car between east and west tracks at Prindle Pitt.

Rule 527 - Automatic warning devices activated by a controlled signal:
 MP 73.4Mud Lake Road

Shaw - The north and south siding switches at Shaw are operated by pushbuttons located inside the box at the bungalow. Signals at these locations only indicate the position of the switch. To operate these switches, be governed by the following:

- Train must be within 100 feet of the signal.
- Open the box, and press the Cancel button, followed by the Normal button for the main track or Cancel followed by Reverse button to line the switch for the siding.



- Approximately 45 second-delay before switch points will move.
- Switches will line for the main track when the circuit is clear.

If governing signal is red or dark, or to perform switching, the switch must be operated by hand in accordance with Rule 713 (references in this rule to control operator do not apply). Notify RTC of circumstances that required hand operation.

MP 12.5 - Signal at MP 12.5 is a "repeater signal" of the aspect at Nopeming Jct. It displays red and green aspects only.

LOCATIONS NOT SHOWN AS STATIONS

<i>NAME</i>	<i>LOCATION</i>	<i>LENGTH</i>	<i>CONNECTION</i>
Cusson	.119.4	.404	South
Glendale	.114.6	.1600	Both
Cook Spur	.100.4	.1100	North
Prindle No. 1	.75.4	.1675	North
No. 2	—	.1675	----
Fairlane	.62.5	.9730	North
Melrude	.51.7	.1200	North
Taft	.33.3	.900	North
Twig	.24.4	.690	Both