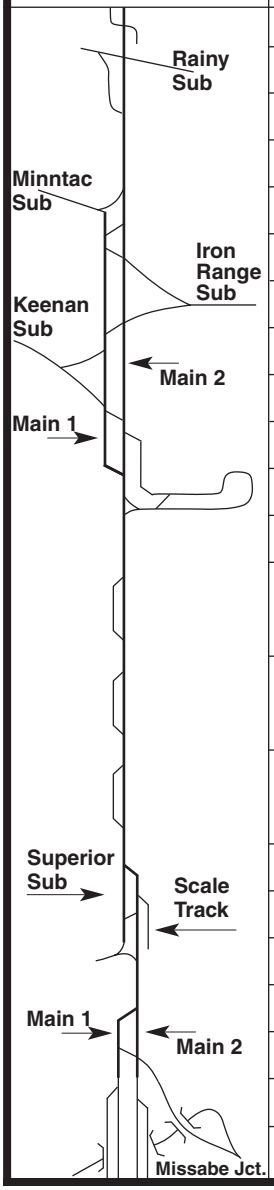
MISSABE SUBDIVISION 63



SIDING LENGTH	SIDING SWITCH LOCATIONS	STATION SIGN	SOUTH ↓ STATIONS ↑ NORTH	METHOD OF OPERATION	DEFECT DETECTORS	RADIO CHANNELS CALL INS
		68.6	**LARGO**			
			0.2			
		68.4	**SHELTON JCT.**			
			0.9			
		67.5	**DWP JCT.**			
			1.4			
		66.1	**MT. IRON JCT.**			
			0.5			
		65.6	**WOLF**			(46 46) RTC 8-5-1 Diesel Doctor 8-3-8
			1.8			
		63.8	**WEST WYE**			
			0.4	CTC		
		63.4	**IRON JCT.**			
			1.6			
		61.8	**NORTH KEENAN**			
			0.9			
		60.9	**KEENAN**			
			1.7		60.1	
		59.2	**NORTH FAIRLANE**			
			0.6			
		58.6	**SOUTH FAIRLANE**			
			7.6			
		51.0	**MP 51**			
			6.9		46.0	
7,396	44.1	44.1	**NORTH KELSEY**	TWC ABS		(16 16) RTC 8-4-2 Diesel Doctor 8-3-8
			1.5			
	42.6	42.6	**SOUTH KELSEY**	CTC		
			8.6		35.2	
7,380	34.0	34.0	**NORTH ALBORN**	TWC ABS		
			1.5			
	32.5	32.5	**SOUTH ALBORN**	CTC		
			12.3		22.5	
7,661	20.2	20.2	**NORTH COONS**	TWC ABS		
			1.5			
	18.7	18.7	**SOUTH COONS**			
			5.9			
		12.8	**CARSON**	CTC		(16 16) Rainy RTC 8-4-3 Iron Range RTC 8-5-5 Diesel Doctor 8-3-8
			2.1			
		10.7	**ADOLPH**			
			3.6			
		7.1	PROCTOR	520		
			5.4	TWC ABS		
		1.7	**NORTH COLLINGWOOD**			(46 46) RTC 8-5-9 Diesel Doctor 8-3-8
			0.2			
		1.5	**COLLINGWOOD**	CTC		
			0.5			
		1.0	**SOUTH COLLINGWOOD**			
			0.5			
		0.5	DULUTH DOCKS	Rule 520		

	MPH
MAXIMUM SPEED	49

SPEED RESTRICTIONS	**MPH**
MP 68.6 to MP 68.4	35
Shelton Jct. - Rainy Sub crossing	25
Shelton Jct. - Connection Track	20
MP 68.4 to MP 62	35
Mt. Iron Jct. to Nomi Jct. - Wye Track	20
Iron Jct. - North Leg of Wye	20
MP 62 to MP 59	40
Fairlane - Hwy 7 crossing	15
Fairlane - United Taconite Plant	5
Loop Track	20
Crude Ore Dump Pocket and Scale	3
MP 38 to MP 10.7	40
MP 10.7 - through crossover	10
Proctor - scale	2
Proctor - West Scale Track Divider Switch	15
Proctor - Second Street Crossing:	
Southward Trains on 2C to Southward Track	5
MP 7.2 to South Collingwood	20
Collingwood - NWD movements through crossover	15
Duluth Ore Dock and Lakehead Storage Facility - all tracks	5
BNSF - Yard and Auxiliary Tracks Duluth/Superior Terminal	10

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

MP 51 and South Coons
MP 6.6 and North Collingwood

SIGNAL RULES - in effect

Rules 803-816

CTC - in effect between/at	**Controlled by**
Largo and MP 51	Iron Range Desk
Mt. Iron Jct. and Nomi Jct. - Wye Track	Iron Range Desk
Iron Jct - West Wye and Iron Jct - East Wye	Iron Range Desk
North Keenan and Southgate - Wye Track	Iron Range Desk
North/South Fairlane and Fairlane - Wye Tracks	Iron Range Desk
South Kelsey	Rainy Desk
South Alborn	Rainy Desk
South Coons and Adolph	Rainy Desk
North Collingwood and South Collingwood	Iron Range Desk

Rule 901 - Main Track switches in CTC that are not equipped with electric locks or entering signals:
Zim — Spur . . . . . MP 55.5

ABS - in effect between

MP 51 and South Coons - Signaled for southward movements only.
MP 6.6 and North Collingwood - Signaled for southward movements only.

RAILROAD CROSSINGS AT GRADE **Controlled by**

Shelton Jct. . . . . .Rainy Subdivision crossing . . . . . .Automatic*

*Signals on the Rainy Subdivision are controlled and on the Missabe Subdivision, automatic. If signal on the Missabe Subdivision displays Stop, communicate with the Iron Range Desk RTC, and then be governed by knife-switch instructions in the lock-box.

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

Rule 520 - Track from Proctor Jct. south to Northward Track, all trackage between Adolph and MP 6.6, and all trackage south of South Collingwood is designated Track other than Main Track.

BULLETIN BOARDS

Keenan . . . . . .Yard Office
Proctor . . . . . .Yard Office

SPRING SWITCH LOCATIONS *Normal Position*

North Kelsey . . . . . .Main Track
North Alborn . . . . . .Main Track
North Coons . . . . . .Main Track

Southward signals at these locations are both switch point indicators and block signals, indicating as follows:
Green: Switch lined for main track, proceed indication at South siding switch.
Yellow: Switch lined for main track, stop indication at South siding switch.
Red or Dark: Stop and inspect switch. Proceed at restricted speed when properly lined.

Note: Southward trains receiving a Restricted Proceed signal may proceed by the signal at restricted speed without stopping if an employee at the spring switch verifies that the switch is properly lined for the route to be used.

MEASURED MILES- between

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

SPECIAL CONDITIONS

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

Radio Operation - Use DMIR portable radio on Position 3 or locomotive radio on (08 08), input one of the following options:

- MP 7.05 (South end of North Crossover Proctor)
  #7054 to inquire present switch position
  #7056 to line switch normal
  #7057 to line switch reverse
- MP F1.86 (Fairlane Loop Switch)
  #31864 to inquire present switch position
  #31866 to line switch normal
  #31867 to line switch reverse
- MP B3.38 (T-Bird North Tunnel Switch)
  #23384 to inquire present switch position
  #23386 to line switch normal
  #23387 to line switch reverse
- MP B3.65 (T-Bird North Crossover Switches)
  #23564 to inquire present crossover position
  #23656 to line crossover normal
  #22657 to line crossover reverse

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

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

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

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

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

Fairlane Dump Pocket . . . . . .(08 08)
Proctor Ore Scales East & West . . . . . .(12 12)
Duluth Ore Dock No. 6 - all tracks . . . . . .(78 78)

Loaded Ore Jennies - Between MP 58 and MP 37 loaded ore jennies may operate at 35 MPH.

United Taconite Ore Scale - When weighing, tune radio to Home Channel 17 until complete.

Proctor Ore Scale Leads - Crew members of trains or engines using East or West Ore Scale Lead must:

- Notify the RTC when train or engine is left unattended.
- Notify the RTC when previously unattended train or engine is moved.
- Prior to lite-weighing, contact the RTC to determine if there are any southward trains enroute either lead from Adolph.

Proctor Radio Channels - When weighing at Ore Scale, tune radio to Home Channel 20 until complete. Proctor Yard monitors Channel (08 08).

Loose Wheel Detector - Loose Wheel Detector is located on Proctor East Ore Scale. If defect is detected, stop train, and inspect from the scale to 8 cars south of the scale. If problem exists, set out car. If nothing found, train may be moved, and location in the train must be reported to Yardmaster or Trainmaster.

Proctor - Do not leave locomotives idling adjacent to the Operations Department building. Use windsock at the NW corner of the building to determine if locomotives should be left north or south of the building.

Rule 411 Locomotive Whistle Quiet Zone - in effect
Duluth - between MP 2.9 and MP 1.7

Proctor Hill Restrictions - Be governed by instructions on page 26 for the Steelton Hill.

Missabe Jct. - Hole Track maximum height is 16 feet above the rail and 12 feet wide. Do not shove empty cars through the Hole Track, but loads may be shoved from west to east. Side-dump loads moving through the Hole Track must be next to the locomotive.

Lakehead Storage Facility - When spotting side-dump loads to Lakehead Stub Track, empty side-dumps must not be between loaded side-dumps and the locomotive.

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

BNSF Trackage - All BNSF trackage is Track other than Main Track, obtain permission from BNSF Rice's Point Yardmaster before occupying. Tune radio to Home Channel 18 while on BNSF Trackage.

Duluth Docks - Prior to shoving a train onto the dock, observe that brakes apply on the rear car. When shoving trains to the dock, employees may ride on end sills only on ore cars that are equipped with an angle cock above the drawbar, for controlling the air brakes. When locomotives are moving on the docks, a crew member must be on the leading end of the locomotive in the direction of movement. Before moving cars from the dock, they must be inspected for open doors and any other condition that could affect movement.

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

When setting cars in Dock No. 5 Storage Tracks, they must be shoved to the south end of the track. If there are already cars on the track, each cut must be shoved to a coupling. Hand brakes must be applied to secure all cars.

Switches on the dock must be lined for a clear track whenever possible. Dock Foreman will ensure that switches are properly lined for southward loaded trains approaching the dock. No other movements may be made that will interfere with these trains.

LOCATIONS NOT SHOWN AS STATIONS

NAME	*LOCATION*	*LENGTH*	*CONNECTION*
Zim	55.5	300	South
Sax	49.1	249	North
Payne	41.2	446	South
Burnett	26.1	930	North
Saginaw	20.9	800	South