

DAD on the Web
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June 17, 2021

BNSF Railway Co.
CHICAGO DIVISION

GENERAL NOTICE No. 1067

TO ALL CONCERNED,

SUBJECT: St. Croix Subdivision Instructions
SUBDIVISION: ALL

Chicago Division General Notice 993 is cancelled and reissued with
updates to A1. North Lacrosse

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A. Terminal and Station Instructions

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A1. North Lacrosse

Work Train, Locals and Switch Crews- when power is defective or a claim is due to its use. Defect has to be reported in the computer and the trainmaster contacted so Mechanical can be notified to fix the defect. Do not use power that has a defect or condition unless instructed to do so by the TM due to no other available power.

Trains with work events in La Crosse yard will contact the La Crosse Footboard Yardmaster on channel 70, for instructions. If after 3 attempts and no response trains will contact the dispatcher for instructions.

Switch Crews:

Switch Crews will operate on channel 70 while switching in La Crosse yard, and on 70 while servicing the City track industries.

Switch crews are a team, and are jointly responsible to accurately report all work in TSS/TSS Xpress.

Access to Microsoft Outlook email, TSS/TSS Xpress commands: YDS, Switch, SORTRK, PRTRK, SD, AEITRN, AEIFIND, SSDTRS, CR, SSADWORK, have been given to all current yard employees. Employees making a Road to Yard move must obtain this access prior to making the move, from a La Crosse Trainmaster, or Road Foreman.

All Switch crews at the beginning of their shift will review their emails (emails will have special instructions for the days shift), brief with the Dispatcher, and obtain GTB's from the dispatcher.

Switch lists will be printed, marked, and reported in TSS/TSS Xpress by the Switch Crew.

A legible copy of each shifts switch lists will be left in the designated box. Each copy will include: A chronological order of all lists, and cuts made-to include, time cut was complete, cars that where swung (e.g. switched cut 1, 2, and 3, went over with line 24), any extra cars found, and their location, any missing cars, and their possible location.

All Switch crews will work with the dispatcher to make a route for trains coming in to work.

All Switch crews will be responsible to tie all air hoses, and bleed their cars.

All Switch crews at the end of their shift will put out the La Crosse Daily plan for the planned end time of their shift - being 06:30, 14:30 or 22:30. Plan is mailed out to the Distributions list and names used by the previous shifts plan email. If there is no switch crew on duty the Trainmaster will assist when needed to provide an update to work of when there is a change they need to add to the plan. Lay out and information on the email used is carried forward to the next shift.

3rd shift crews will service City Brewery/Badger Monday, Wednesday, Friday

3rd shift crews will service CPRS Tuesday, Thursday, Sunday

3rd shift crews with any remaining time on any day will block traffic in the yard for pickup, spot/pull bad orders, spot/pull any industry cars or MOW cars.

3rd shift crews will be a hammerhead job Monday - Friday and a Footboard YM on Saturday and Sunday.

2nd shift crews 7 days a week will block traffic in the yard for pickup, spot/pull bad orders, spot/pull any industry cars or MOW cars.

All extra crews will brief with the dispatcher on work to be performed.

Road Crews:

All Westbound crew changes MUST NOT block CP Grand Crossing.

Road Crews will operate on channel 70 while their train is within the La Crosse yard, and the proper radio channel designated by timetable at all other locations.

Road crews are a team, and are jointly responsible to accurately report all work via VTR (i.e. all set out, pickups, air tests, and any other reporting of inventory).

Road crews must VTR all pickups/set outs, including work performed at La Crosse.

All Road crews at the beginning of their tour of duty will print off their work orders, and obtain GTB's from the dispatcher, they will brief with the dispatcher on their trains location, on any work to be done (i.e. pickup, and/or setouts that will be made).

Road crews will obtain permission and follow the instructions given from the yard crew on duty to enter LaCrosse Yard to perform work. When a yard crew is not on duty the Dispatcher will have instructions from the LaCrosse Team for s/o's and p/u's.

Road crews will brief with the yard crew on duty, their work to be performed, when they will be on any track excluding Main 1, or Main 2.

All outbound Road crews will brief with the inbound crew on the radio, prior to departing the depot concerning supplies needed, including any inspections needed. This only applies if the inbound crew is still on duty.

Trains Blocking Crossings - Eastward trains that are departing Lacrosse Yard must ensure that they do not block the private crossing located at MP 300.2 in front of the yard office until a signal to proceed through the grand crossing interlocking is received.

Dispatchers:

All Westbound crew changes MUST NOT block CP Grand Crossing.

Dispatchers will follow the traffic plan put out by the La Crosse team. This traffic plan will include all set outs, and pickups to be made.

Dispatchers will communicate the track Road crews will board their train, and any work that needs to be performed.

Dispatchers will communicate with the Switch crews about inbound trains on any track other than Main 1, or Main 2.

Dispatchers will work with the switch crew to route any train needing to set out a bad order.

Dispatchers will escalate any exceptions to the Chief dispatcher.

Traffic Plan:

The La Crosse team will put out a detailed traffic plan. This traffic plan will include all set outs and pickups to be made.

The traffic plan will be sent via email to the La Crosse Switch crew distribution list, Chief dispatcher distribution list, La Crosse team distribution list, and both dispatcher printers.

Changes to the plan will be communicated with the La Crosse team.

Yard Van:

The La Crosse Yard van will operate on channel 70.

The dispatcher will direct the yard van.

The yard van will monitor channel 70 for direction from the dispatcher, and crews on rides needed.

A2. SULLIVAN:

NONE

A3. TREMPPEALEAU:

NONE

A4. CP 3236:

NONE

A5. EAST WINONA

NONE

A6. WINONA JCT.:

Trains only 4000ft or shorter can stage at Winona Jct. without interfering with the crossing at MP 329. Crossing has to be cut if you are on it more than 15 min.

A7. FOUNTAIN CITY:

NONE

A8. COCHRANE:

Garden Valley, track 1101 at Cochrane, WI, out of service - Condition permanent.

A9. ALMA:

Dairyland Facility (Alma, WI):

Coal trains destined for Alma Coal Plant:

When pulling load into Dairyland Power:

- 1: Use Channel 39 to contact Dairy Land Dumper Operator when arriving.
- 2: When pulling in, drop Conductor off on track near pond prior to entering loop track
- 3: Crew will double check that loop switch is lined for train movement, Engineer will pull train around loop and Conductor will spot DP in the clear on the track prior to entering loop ensuring to clear the road crossing near the pond inside the plant.
- 4: Conductor will secure DP locomotive(s) as outlined in ABTH 102.1, Engineer will place DP locomotive(s) in set out mode.
- 5: Engineer will then pull train to Dumper switch and stop short until instructions are received from Dumper Operator on channel 39.
- 6: Conductor will line loop switch back for loop track movement.

- 7: Crew will follow instructions of Dumper Operator and spot cars accordingly.
- 8: Once Dumper Operator releases crew, Engineer will set slow speed as outlined in ABTH 104.12(Electronic Alertness Device (Alerter)).
- 9: Crew will then lock lead locomotive doors as outlined in ABTH 102.3.1.
- 10: Engineer will then van over to DP locomotive(s) and set up into lead and secure as outlined in ABTH 102.3 and 102.3.1.

After the first car is placed and the Dumper Operator indicates good spot, the Conductor will communicate "Good Spot" to Engineer.

The Conductor will report "set-out" using the VTR (Voice Train Reporting) after all work events are completed and when the first car is "spotted to dump".

When Departing Alma Coal Plant:

- 1: Crew will first stop at DP locomotive(s) located on track near pond and Engineer will condition DP unit(s) for DP operations following ABTH 105.1(Preparing for DP Service)
- 2: Crew will van to Dumper Shed and pick up train at switch near Dumper Shed.
- 3: Crew will need make sure switch is lined away from Dumper Shed back toward mainline.
- 4: Engineer will pull train around Dumper Shed back towards mainline.
- 5: Conductor will van to DP locomotive(s) and once rear of train clears switch, Conductor will tie train on to DP locomotive(s) and cut air in
- 6: Crew will then link DP locomotive(s) with head end and perform all required tests as outlined in ABTH 105.1.4 through 105.5.
- 7: Crew will then contact dispatcher when ready to depart.

The Conductor will report the departure time using the VTR (Voice Train Reporting).

Bad Order Reporting:

Bad Orders should be reported using the VTR and by notification of the Mechanical Desk. The Mechanical Desk can be contacted by remaining on the line with VTR and responding: "NO" when asked " Have you notified the Mechanical Desk"

A10. NELSON:
NONE

A11. TREVINO:
NONE

A12. MEARS:
NONE

A13. PEPIN:
NONE

A14. MAIDEN ROCK:
NONE

A15. BAY CITY:
When stopping at Bay City Crossovers stop as far back away from the town as you can while still being able to see the control point signal indication.

A16. HAGER:
NONE

A17. DIAMOND BLUFF:
NONE

A18. PRESCOTT:
NONE

A19. BURNS:
March 11, 2014

"No cars are to be set out at St Croix track 2301, also known as King's Cove, except in case of emergency. This track will be used for MOW equipment only."

A20. ST. CROIX:
NONE

GENERAL NOTICE(S) IN EFFECT

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| 6-7,16,45,112,201,241,318,468,531,546,580,589,618,625,665,681,684, |
| 695,706,741,743-744,746,759,818,828,832,843,857,866-867,876,880,888, |
| 894,900,923-926,939,941,946,950,964,973,991,994,996-998,1000,1003, |
| 1005-1006,1009,1016-1019,1021-1023,1025,1029-1030,1033-1034,1038, |
| 1041,1044,1047-1048,1051-1054,1057-1058,1060,1062,1066-1067 |
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