

Division Operating Officers

Carlton

J.D. JOHNSON Roadmaster 228-4027

Dilworth

R.D. ALLARD Terminal Trainmaster 280-7971
 R.D. HILLSTROM Terminal Trainmaster 280-7327
 W.A. KOCH Terminal Trainmaster 280-7347
 R.T. ROGNEBY Trainmaster 280-7259
 L.G. SCHIPPER Road Foreman 280-7366
 C.D. STAUS Trainmaster 280-7908
 S.L. WINGAD Terminal Manager 280-7264

Grand Forks

R.D. BENNETT Roadmaster 795-1266
 D.D. CHAPPELL Trainmaster 795-1222
 J.L. EMPTING Roadmaster 795-1236
 C.G. KEMMET Roadmaster 795-1252
 P.J. RYAN Trainmaster 795-1240
 C.J. SMITH Road Foreman 795-1250
 G.A. WARNING Terminal Manager 795-1255

Grand Rapids

W.C. O'DONNELL Trainmaster 298-2380

Fargo

M.A. BOSER Roadmaster 280-7234
 H.C. JESKE Division Engineer 280-7239
 G. WEATHERLY Roadmaster 280-7232
 C.E. WENDT Supt. Operations 280-7220

LaCrosse

W.J. BARBEE Roadmaster 781-7438
 R.J. BURN Trainmaster 781-7413
 E.S. SCHOENFEILD Trainmaster 781-7417
 C.W. SMITH Road Foreman 781-7435
 M.V. VEITZ Roadmaster 781-7437
 R.J. WALPERT Supt. Operations 781-7400

Minneapolis

D.C. GOODMUNDSON ... Mgr. Safety & Rules 782-3294
 J.L. HAUBRICK Trainmaster 782-3325
 J.R. HOMMERDING Asst. Terminal Supt. 782-3423
 J.A. HOVLAND Division Engineer 782-3479
 R.A. JACKMAN Terminal Manager 782-3307
 G.P. JAEB Terminal Manager 782-3307
 D.E. LEATHERS Terminal Manager 782-3307
 M.J. LEONARD Trainmaster 782-3307
 J.T. LOWE Terminal Manager 782-3307
 J.S. LUNAK Terminal Supt. 782-3421
 I.M. LUSIS Trainmaster 782-3307
 W.A. MORRIS Roadmaster 782-3235
 G.S. PLOEGER Supt. Operations 782-3481
 R.R. ROBY Terminal Trainmaster 782-3307
 J. RUBY Road Foreman 782-3239
 M.J. SCHARTE Trainmaster 782-3307
 D.W. TREPANIER Trainmaster 782-3307

Minot

M.J. TUCKER Roadmaster 857-6635
 J.D. ROGMAN Roadmaster 857-6614

Rochelle

R.L. ROSKILLY Roadmaster 345-6212
 A.J. SCHUURMANS Trainmaster 345-6534

St. Cloud

R.T. RADIKA Roadmaster 259-3235

Staples

T.L. SWALBOSKI Roadmaster 894-5235

Superior

G.A. ANDERSON Terminal Trainmaster 394-1257
 A.D. BENGSTON Terminal Trainmaster 394-1257
 F.J. BENNETT Road Foreman 394-1255
 D.A. BERCHILD Terminal Trainmaster 394-1257
 G.M. BOUTIN Trainmaster 394-1299
 S.J. FLUCK Roadmaster 394-1236
 L.J. MATTISON Trainmaster 394-1257
 F.J. RUTT Terminal Superintendent 394-1221
 M.F. SANFORD Roadmaster 394-1235

BNSF



Minnesota Division

Timetable No. 2

IN EFFECT AT 0001

Central Continental Time

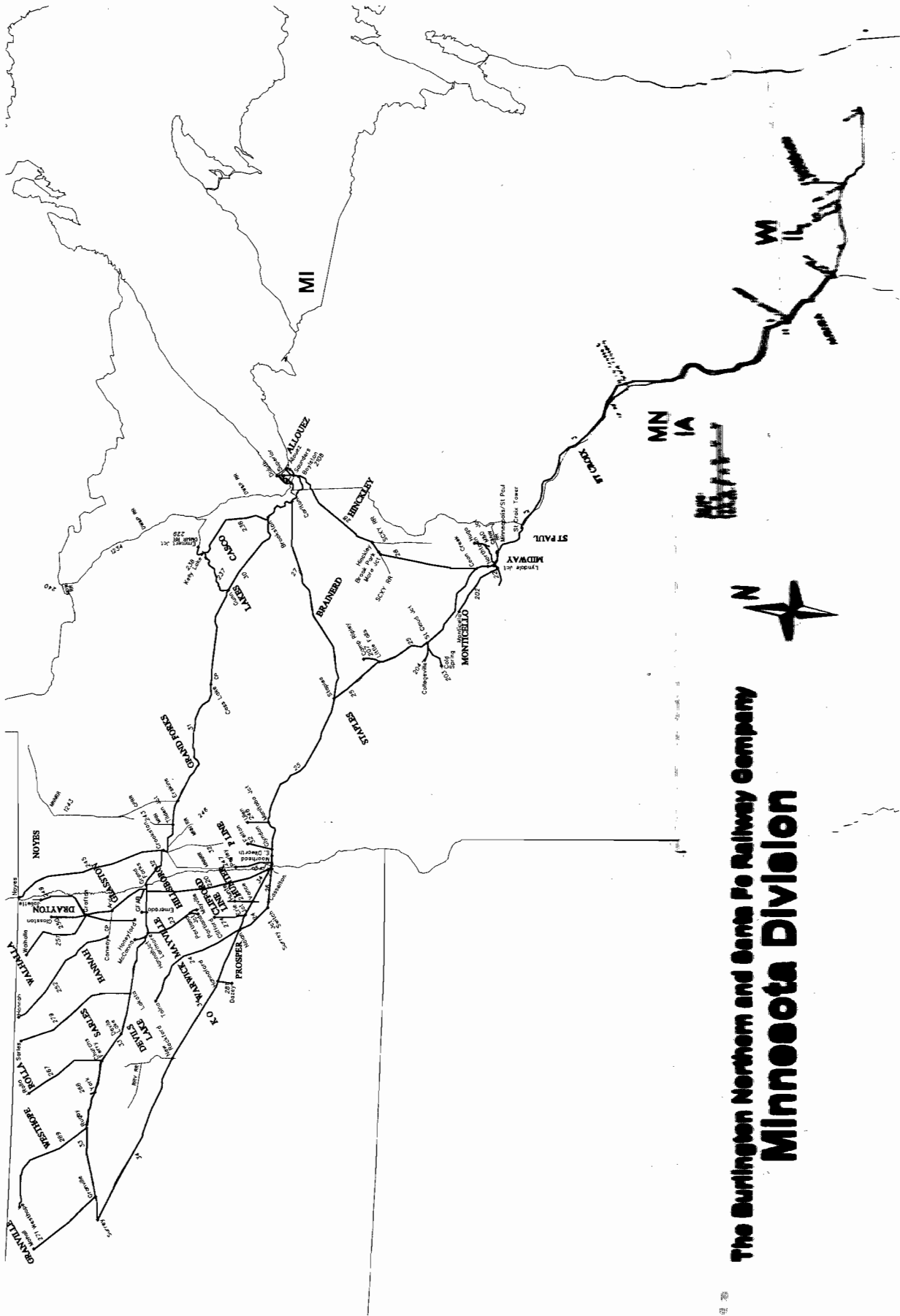
Wednesday, April 1, 1998

Division Superintendent

M.W. Weissmann

Minneapolis, Minnesota

(612) 782-3460



**The Burlington Northern and Santa Fe Railway Company
Minnesota Division**

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Allouez Subdivision BRANCH LINE STATIONS | | Track Diagram | Miles to Next Stn. | EASTWARD ↑ | |
|---------------|-------------------------|--------------|-----------|---|---------------|---------------|--------------------|---------------|--|
| | | | | Rule 4.3 | Type of Oper. | | | | |
| | | 52004 | 6.0 | ALLOUEZ | BTX | | 1.9 | | |
| | | | 7.9 | KOPPERS SPUR | | | Rule 6.28 | 1.0 | |
| | | | 8.8 | CRAWFORD CREEK | | | | 1.2 | |
| | | 05010 | 10.3 | SAUNDERS | JX | CTC | 4.1 | | |

Radio Channel No. 76 in service Saunders to Allouez. (Superior Terminal)

Radio Channel No. 85 - Superior Dispatcher.

Dispatchers Telephone Number—8-234-6409

Emergency Train Dispatcher—Call 911

1. Speed Regulations

1(A). Speed—Maximum

Freight

Allouez to Saunders 25 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Through turnouts at following locations:

Crawford Creek 25 MPH.

Saunders 25 MPH.

1(D). Speed—Other

MP 8.9 head end speed restriction for westward trains on either track approaching westward absolute signal Crawford Creek 20 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Allouez to Saunders 143 tons

3. Type of Operation

CTC in effect: Crawford Creek to Saunders

4. General Code of Operating Rules Items

Rule 6.28—Crawford Creek to Allouez

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Allouez—At both the old and new taconite unloading sheds, commonly known as the Index Plant, a red and yellow light has been installed on both ends of these buildings. If all the movable parts of the unloading mechanism are clear so that the train can move through the shed without interference, the signal will display a permissive yellow color. If there is any part of the mechanism that is not clear the signal will display red and train must stop before entering the shed and trains inside shed must not move. If red signal is displayed no train, engine, or on-track equipment may enter building. Trains and engines moving through the new and old unloading sheds must not exceed 5 MPH.

Between Allouez and Saunders—Between the (west new loop track switch) and (Saunders) maximum speed is 25 MPH.

Unless otherwise instructed by Yardmaster, Crews handling loaded Taconite trains into the new and old car dump for unloading, will do the following:

1. Engineer will release brakes.
2. Crew member will set sufficient hand brakes on head end.
3. Crew member will close angle cock on the head car.
4. Take all units to the tie up track.

When shoving or pulling out of the new loop track onto main tracks activating crossing gates County Road "A", a member of crew must key the gates if movement over crossing is not completed.

8. Line Segments

Road Line Segments

Line Segment Limits

29 Allouez to Saunders

9. Locations Not Shown as Stations—None

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Aurora Subdivision MAIN LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|--------------|---------------------------------------|-------|---------------|---------------|--------------------|---------------|
| | | | | Rule 4.3 | | | | | |
| | 5,035 | 00037 | 38.4 | AURORA | JX | | | 6.3 | |
| | 5,700 | 00045 | 44.7 | SUGAR GROVE | | | | 5.5 | |
| | 7,300 | 00050 | 50.2 | BIG ROCK | | | | 4.9 | |
| | | 00055 | 55.1 | HINCKLEY | | CTC | | 2.9 | |
| | 8,900 | 00058 | 58.0 | MORED | | | | 4.1 | |
| | | 00062 | 62.1 | WATERMAN | | | | 2.8 | |
| | | | 64.9 | (UP) BX XING | M | | | 2.2 | |
| | 10,825 | 00067 | 67.1 | SHABBONA | | | | 10.2 | |
| | | 00077 | 77.3 | STEWARD | | | | 2.9 | |
| | | | 80.2 | CP 800 | X | 2MT CTC | | 3.0 | |
| | | 00083 | 83.2 | ROCHELLE | BX(2) | | | 0.5 | |
| | | | 83.7 | (UP) NX XING | A | | | 0.7 | |
| | | | 84.4 | CP 844 | X | | | 1.9 | |
| | | 00086 | 86.3 | FLAG CENTER | JT | | | 6.1 | |
| | 7,045 | 00092 | 92.4 | CHANA | | | | 6.0 | |
| | 10,850 | 00098 | 98.4 | OREGON | | | | 9.0 | |
| | 7,260 | 00107 | 107.4 | STRATFORD | | | | 8.6 | |
| | 6,720 | 00114 | 116.0 | CARTER | | CTC | | 6.5 | |
| | 6,980 | 00122 | 122.5 | MILLEDGEVILLE | | | | 6.9 | |
| | 7,035 | 00129 | 129.4 | CHADWICK | | | | 9.1 | |
| | 6,950 | 00138 | 138.5 | BURKE | | | | 3.8 | |
| | | | 142.3 | PLUM RIVER | JX | 2MT CTC | | 1.4 | |
| | | 00143 | 143.7 | SAVANNA | X | | | 1.1 | |
| | | | 144.8 | IMRL XING | A | DT ABS TWC | | 12.1 | |
| | | 00156 | 156.9 | ROBINSON SPUR | X | | | 14.7 | |
| C5,670 | 00170 | 171.6 | GALENA | | | CTC | | 0.6 | |
| | | 00171 | 172.2 | PORTAGE | JX(2) | | | 5.0 | |
| | | | 177.2 | MENOMINEE | | | | 3.1 | |
| | | | 180.3 | BUDD | X(2) | 2MT CTC | | 2.9 | |
| | | | 183.2 | MURPHY | | | | 1.4 | |
| | | | 184.6 | EAST CABIN | JX | | | 0.6 | |
| C6,435 | 00184 | 185.2 | EAST DUBUQUE | MX | | | | 14.8 | |
| | | 00198 | 200.0 | POTOSI | X | | | 13.0 | |
| | | 00212 | 213.0 | CASSVILLE | X(2) | DT ABS TWC | | 9.8 | |
| | | 00222 | 222.8 | GLEN HAVEN | X | | | 5.6 | |
| | | 00227 | 228.4 | BAGLEY | X | | | 3.6 | |
| | | 00231 | 232.0 | WYALUSING | | | | 3.6 | |
| | | 00235 | 235.6 | PORTS | | CTC | | 1.4 | |
| | | 00236 | 237.0 | CRAWFORD | M | | | 2.7 | |
| | | 00239 | 239.7 | PRAIRIE du CHIEN | | 2MT CTC | | 14.7 | |
| | | 00254 | 254.4 | LYNXVILLE | X | | | 7.8 | |
| | | 00261 | 262.2 | FERRYVILLE | X(2) | | | 7.9 | |
| | | 00269 | 270.1 | DE SOTO | X | DT ABS TWC | | 10.6 | |
| | | 00280 | 280.7 | GENOA | X | | | 6.0 | |
| | | 00286 | 286.7 | STODDARD | | | | 9.6 | |
| | | 00285 | 296.3 | GRAF | | | | 3.6 | |
| | | | 299.9 | GRAND CROSSING | MY | CTC | | 0.3 | |
| | | 00299 | 300.2 | NORTH LA CROSSE | BY | ABS | | 261.8 | |

| Radio Call-In | | |
|---|----------------|-----------------|
| Savanna-41(X) | Galena-40(X) | Cassville-42(X) |
| Prairie du Chien-43(X) | DeSoto-44(X) | Genoa-48(X) |
| Hinckley-32(X) | Rochelle-31(X) | Carter-30(X) |
| Savanna-34(X) | | |
| For Dispatcher X=1, For Mechanical X=2, For Field Support X=3 | | |

Radio Channel No. 70 in service Aurora to Savanna.

Radio Channel No. 66 in service Savanna to LaCrosse

Radio Channel No. 51 in service at Rochelle Yard.

Dispatchers' Phone Numbers:

LaCrosse Dispatcher 2200—0600 Daily:

Savanna to Prescott (817) 234-6021, FAX (817) 234-6057

LaCrosse Dispatcher 0600 to 2200 Monday-Friday:

Savanna to Grand Crossing (817) 234-6021, FAX (817) 234-6057

C&I Dispatcher:

Aurora to Savanna (817) 234-6022, FAX (817) 234-6058

1. Speed Regulations

1(A). Speed—Maximum

| | Freight |
|--|---------|
| Aurora to North LaCrosse | 60 MPH. |
| Against current of traffic on double track | 49 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|---|---------|
| MP 38.44, Jct. Switch, Aurora | 35 MPH. |
| MP 38.44 to MP 40.0 | 40 MPH. |
| MP 64.9 to MP 65.0 | 40 MPH. |
| MP 77.4 to MP 77.9 | 40 MPH. |
| MP 82.2 to MP 83.7 | 45 MPH. |
| MP 83.7 to MP 83.9 | 35 MPH. |
| MP 83.9 to MP 84.4 | 45 MPH. |
| MP 95.8 to MP 102.3 | 45 MPH. |
| MP 142.0 to MP 144.5 | 35 MPH. |
| MP 144.5 to MP 145.6 | 25 MPH. |
| MP 171.4 to MP 172.2 | 35 MPH. |
| MP 175.5 to MP 175.8 Main Track 1 | 40 MPH. |
| MP 180.7 to MP 181.1 Main Track 1 | 40 MPH. |
| MP 184.2 to MP 184.9 Both Tracks | 25 MPH. |
| MP 184.9 to MP 185.5 | 30 MPH. |
| MP 185.5 to MP 186.9 | 55 MPH. |
| MP 235.6 to MP 236.9 | 40 MPH. |
| MP 236.9 to MP 240.0 | 50 MPH. |
| MP 296.2 to MP 299.8 | 45 MPH. |
| MP 299.8 to MP 299.9 | 20 MPH. |
| MP 300.1 to MP 301.8 (HE only) | 25 MPH. |
| MP 301.8 to MP 303.3 | 35 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|---|---------|
| MP 77.9 Through turnout | 35 MPH. |
| MP 86.3 Flag Center—Through turnout | 35 MPH. |
| MP 143.3—Through turnout | 35 MPH. |
| Portage—through crossovers and turnouts | 35 MPH. |
| Budd—Through crossovers and turnouts | 35 MPH. |
| MP 184.7 through turnout Main track 1 | 25 MPH. |
| East Cabin—Through crossover | 25 MPH. |
| East Dubuque—Through crossover | 30 MPH. |
| MP 303.1 Through crossovers | 35 MPH. |
| Through turnouts located at: | |
| MP 80.2 | 35 MPH. |
| MP 84.4 | 35 MPH. |
| MP 235.5 | 35 MPH. |
| MP 237.0 | 35 MPH. |
| MP 296.3 | 35 MPH. |

1(D). Speed—Other

| | |
|--|---------|
| All loaded unit trains (except Intermodal) through sidings | 10 MPH. |
| Controlled sidings between Aurora and Savanna except | |
| Mored and Oregon | 25 MPH. |
| Mored—through sidings and turnouts | 35 MPH. |

| | |
|---|---------|
| Oregon—All loaded ore cars except series | |
| BN 99000-BN 99949 over Bridge 98.2 | 20 MPH. |
| Oregon—on siding and through turnouts | 35 MPH. |
| Menominee Phoenix Lead | 5 MPH. |
| East Cabin—Center siding | 10 MPH. |
| Lacrosse Running Track | 20 MPH. |
| CPRR Connecting Track at Grand Crossing | 5 MPH. |
| CPRR Connecting Track at MP 144.8 | 5 MPH. |

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions Maximum Gross Weight of Car

| | |
|--|------------|
| Aurora to North LaCrosse | 143 tons |
| Oregon to Mt Morris | 131.5 tons |
| Aurora Industry Track from controlled siding | 131.5 tons |

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) may operate only between Aurora and North LaCrosse.

Oregon to Mt. Morris—Six-axle locomotives and six-axle derricks not permitted.

Savanna—Six-axle locomotives and six-axle derricks are only allowed on Yard Track 1. Trains with six-axle locomotives must hold onto cars to work restricted tracks.

Track 1 is a run through track for all traffic. Track 2 through 14 are accessible only from the east end and are to be used for empty equipment only.

Track 15 is a through track for empty equipment only.

Track 16 through 21 are accessible only from the east end and are to be used for empty equipment only.

East Cabin—Six-axle locomotives and six-axle derricks not permitted on east end of Banana Track.

3. Type of Operation

Rule 6.13 Yard Limits—in effect:

CTC Grand Crossing MP 299.9 to Sullivan MP 303.8

CTC—in effect:

MP 38.4 to MP 143.3 Aurora to Savanna
MP 171.5 to MP 185.3 Galena to East Dubuque
MP 235.4 to MP 239.8 Ports to Prairie du Chien
MP 296.3 to MP 299.8 Graf to Grand Crossing

ABS—in effect:

MP 143.3 to MP 171.5 Savanna to Galena
MP 185.3 to MP 235.4 East Dubuque to Ports
MP 239.8 to MP 296.3 Prairie Du Chien to Graf
MP 300.1 to MP 302.9 No. LaCrosse to Sullivan

TWC—in effect:

MP 143.3 CTC Savanna to MP 171.5 CTC Galena
MP 185.3 East Dubuque to MP 235.4 CTC Ports
MP 239.8 Prairie du Chien to MP 296.3 CTC Graf

Two Main Tracks

MP 77.9 to MP 86.2 Steward to Flag Center
MP 142.5 to MP 143.3 Plum River to Savanna
MP 172.3 to MP 185.3 Portage to East Dubuque
MP 236.9 to MP 239.8 Crawford to Prairie Du Chien

Double Track

MP 143.3 to MP 171.5 Savanna to Galena
MP 185.3 to MP 235.4 East Dubuque to Ports
MP 239.8 to MP 296.3 Prairie Du Chien to Graf

4. General Code of Operating Rules Items

Rule 6.28—Industrial Track

Crawford FS Plant 1.9 miles.

Rule 10.2—The following switches are not equipped with electric locks:

MP 54.1 Hinckley
MP 71.8 Lee
MP 121.1 Near Milledgeville
MP 177.4 Menominee
MP 181.8 Main 1 near Budd
MP 184.9 East Dubuque Main 2

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
MP 47.1—EWD only - Recall Code 328

B. Other FED locations
MP 47.1—WWD only - Recall Code 328
MP 71.3 - Recall Code 318
MP 95.5 - Recall Code 307
MP 111.3 - Recall Code 308
MP 132.3 - Recall Code 347
MP 148.0 - Recall Code 418
MP 169.1 - Recall Code 408
MP 197.5 - Recall Code 427
MP 222.9 - Recall Code 428
MP 244.1 - Recall Code 438
MP 267.1 - Recall Code 448
MP 289.2 - Recall Code 488

6. FRA Excepted Track

Oregon to Mt. Morris

7. Special Conditions

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:
When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Regarding stations with crossovers indicated in station column:

Robinson Spur and Bagley—facing point only.
Cassville and Ferryville—facing and trailing point.
All other stations—trailing point only.

Speed Test Boards—Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

Westward trains between MP 52.0 and MP 53.0.
Westward trains between MP 73.0 and MP 74.0.
Westward trains between MP 158.0 and MP 159.0.
Westward trains between MP 192.0 and MP 193.0.
Westward trains between MP 287.0 and MP 288.0.
Eastward trains between MP 288.0 and MP 287.0.
Eastward trains between MP 245.0 and MP 244.0.
Eastward trains between MP 193.0 and MP 192.0.
Eastward trains between MP 106.0 and MP 105.0.

Rochelle—Signals governing movements over UP crossing also govern the block. Rule 9.12.3 must be complied with.

Movement through UP interlocking must be made completely through plant before reverse move is made. Under no conditions should equipment be left standing or unattended in plant.

CN Trains—All lists waybills and any accompanying paperwork that originates at DWP Pokegema yard or BRC clearing yard, must be hand delivered or left in a conspicuous place on the lead locomotive at crew change points. It will be the outbound conductors responsibility to insure proper paper work is in his possession before departure.

Train and engine crews handling CN trains, receiving train consist with Special Handling Code CTC R-32791 restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for those cars and normal track speed is authorized.

Between Savanna and Robinson Spur—When eastward signal at MP 146.4 displays STOP indication, member of crew will communicate immediately with dispatcher. Movement from this signal must not be made without favorable signal indication or permission from the dispatcher.

Prairie du Chien—When using side tracks, crew member must protect movement over Frederick Street until gates are down.

Member of crew must protect movement over Marquette Road (Highway 35), Washington Street and Ohio Street before occupying road crossings, while using city track.

At Prairie du Chien between Fredric Street, MP 240.7 and Lapoint Street MP 237.74, do not sound whistle signal as prescribed by Rule 5.8.2(11) between 2200 and 0600 hours unless emergency requires or when passing or meeting or about to pass or meet a train at or in the immediate vicinity of grade crossing under such circumstances that the second train will obscure in whole or part the view of the first mentioned train to persons who may be about to use the crossing. Engine bell will be rung where gates are not installed.

LaCrosse—Permission must be obtained from LaCrosse yardmaster or train dispatcher before occupying the main or running track.

Between MP 292 and MP 299.5, do not sound crossing whistle signal as prescribed by Rule 5.8.2(11) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing. Restriction does not apply on City tracks.

Upon arrival at LaCrosse, it is the conductors responsibility to contact the train dispatcher in Ft. Worth, TX via radio to give up the authority given to his train-track warrant, track and time etc. If conductor cannot reach the dispatcher via radio, he must contact the dispatcher via dispatcher console or telephone in yard office before going off duty. If this should involve hours of service violation, conductor must file the FRA Hours of Service Report—BNSF Form 15623-E.

Eastbound trains that are departing LaCrosse yard, ensure that you do not block private crossing located at MP 300.1, in front of yard office, until signal to proceed is received through Grand Crossing interlocking.

Westbound trains that are notified by the dispatcher or yardmaster that conditions exist to prevent prompt arrival into LaCrosse yard, do not pull past Goose Island crossing, located at MP 291.7, until information is received that will allow your train to move continuously into LaCrosse yard.

Cassville—South of power plant switch out of service.

Manual Interlocking Not Controlled by BNSF Grand Crossing—controlled by CP Rail.

Do not exceed 45 MPH while handling equipment with 50 MPH speed restrictions as designated by Canadian National or Belt Railway wheel reports.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder the following speed restrictions apply:

Freight Trains 100 TOB and over—Do not exceed 40 MPH.
Freight Trains up to 100 TOB—Do not exceed 50 MPH.

(Except Z-9 symbol trains or single level loaded intermodal trains may operate at maximum authorized speed).

8. Line Segments

Yard Line Segments

| Line Segment | Limits |
|--------------|-----------------|
| 810 | Savanna |
| 811 | North La Crosse |
| 820 | Oregon |
| 821 | Rochelle |
| 827 | Dubuque |

Road Line Segments

| Line Segment | Limits |
|--------------|---------------------------|
| 66 | Oregon to Mt. Morris |
| 72 | East Dubuque |
| 3 | Aurora to North La Crosse |

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|------------------|------------------------------|---------------|--------------|
| 71307 Mt Morris | 6.8 from Oregon | Yard | Both |
| 00111 Polo | 4.5 west of Stratford | 56 | West |
| 00117 Hazelhurst | 1.9 west of Carter | 10 | West |
| 00163 Blanding | 6.9 west of Robinson Spur | 12 | West |
| 71402 Dubuque | 1.0 from East Dubuque | Yard | Both |
| 00205 McCartney | 5.5 west of Potosi | 4 | West |
| 00246 Charme | 7.7 west of Prairie du Chien | 4 | West |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Siding Switch Mile Post Loc. | Mile Post | Brainerd Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|------------|-------------------------|--------------|------------------------------|-----------|---|--|----------|---------------|---------------|--------------------|------------|
| | | | | | | | | | | | |
| | | | | 28.4 | CHUB LAKE | | J | CTC | | 0.1 | |
| | 6,386 | 05033 | 28.2 29.5 | 28.5 | CARLTON | | | | | 15.5 | |
| | 6,387 | 52138 | 43.7 45.0 | 44.0 | CORONA | | | | | 9.3 | |
| | 9,000 | 52147 | 52.6 54.4 | 53.8 | WOODBURY | | | | | 17.6 | |
| | 5,994 | 52165 | 71.1 72.5 | 72.0 | McGREGOR | | | | | 8.7 | |
| | 8,000 | 52173 | 78.3 79.9 | 79.6 | KIMBERLY | | | TWC | | 31.8 | |
| | 8,946 | 52205 | 110.1 111.8 | 111.5 | LOERCH | | | | | 7.2 | |
| | 6,840 | 52212 | 116.5 117.7 | 117.0 | BRAINERD | | XBT | | | 13.4 | |
| | 6,310 | 52226 | 131.9 133.2 | 132.1 | PILLAGER | | | | | 8.7 | |
| | 6,404 | 52235 | 140.9 142.1 | 141.0 | MOTLEY | | | | | 7.3 | |
| | | 00567 | | 147.8 | STAPLES | | BJTY | CTC | | 119.6 | |

Radio Channel No. 70 in service.

Radio Channel No. 85 in service Coon Creek to Staples.

Radio Channel No. 87 in service Staples to East Dilworth.

| Radio Call-In | | |
|---|----------------|----------------|
| Carlton-84(X) | McGregor-89(X) | Deerwood-90(X) |
| Brainerd-83(X) | | |
| For Dispatcher X=1, For Mechanical X=2, For Field Support X=3 | | |

Dispatchers' Telephone Number—8-234-6408

Emergency Train Dispatcher—Call 911

1. Speed Regulations

1(A). Speed—Maximum

| | Freight |
|---|---------|
| Chub Lake to Staples | 49 MPH. |
| Chub Lake to Brainerd trains over 100 TOB | 40 MPH. |
| Brainerd to Staples trains over 100 TOB | 45 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|---|---------|
| MP 93.6 to MP 95.5 | 35 MPH. |
| MP 97.4 to MP 98.7 | 35 MPH. |
| Brainerd MP 118.1 to MP 119.4 (HE only) | 25 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|------------------------------------|---------|
| Through turnout at Chub Lake | 25 MPH. |
|------------------------------------|---------|

1(D). Speed—Other

| | |
|--|---------|
| Through all switches and sidings | 10 MPH. |
| Item 1A, System Special Instructions, applies. | |

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

| | |
|------------------------------------|----------|
| Maximum Gross Weight of Car | |
| Chub Lake to Staples | 143 tons |

3. Type of Operation

TWC—in effect: Chub Lake to Staples

4. General Code of Operating Rules Items—None

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures:
 - MP 122.1 (DED Only)
- B. Other FED locations:
 - MP 51.2 - Recall Code 898
 - MP 88.1 - Recall Code 838
 - MP 108.0 (DED Only)

6. FRA Excepted Track—None

7. Special Conditions

Sidings—Trains of 25 cars or more exceeding 100 TOB are NOT permitted to use any sidings except Corona, Woodbury, Kimberly and Loerch.

Automatic Switches are located at:

- Woodbury Siding—east and west switch
- Kimberly Siding—east and west switch
- Loerch Siding—east and west switch
- Motley Siding—east and west switch

Aitkin—Woodland Container Company and Land O'Lakes

Processing Plant are using wheel stops and blue flags to protect cars loading at their dock.

More than one four-axle truck locomotive or locomotives with six-axle trucks are prohibited on Burns Box Factory Spur and Hole Track.

No six axle locomotives allowed on other than main track.

Staples—Eastward and westward trains will stop a sufficient distance from Sixth Street crossing and Seventh Street crossing to insure crossing will not be blocked. Trains being met or passed at Staples will stay clear of Sixth Street crossing and Seventh Street crossing, stopping if necessary, until all vehicular traffic held by preceding train has been allowed to clear crossings.

Westward trains arriving Staples will take train to west end of yard for crew change.

Brainerd—Derailed installed and blue flags will be placed on the following tracks, when cars spotted at Potlatch Corp. plant:

- Loading dock tracks 1, 3, and 4.
- Pulp tracks 1 and 2.
- North Coating tracks 1 and 2.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder the following speed restrictions apply:

Freight Trains 100 TOB and over—Do not exceed 40 MPH.

8. Line Segments

Yard Line Segment

- 523 Brainerd Shop
- 525 Brainerd
- 27 Chub Lake to Staples

Road Line Segment

- 27 Chub Lake to Staples

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|------------------------------|-----------------------|---------------|--------------|
| 52132 Sawyer | 9.7 west of Carlton | 5 | East |
| 52143 Cromwell Industrial | 3.8 east of Woodbury | 25 | Both |
| 52150 Wright | 16.4 east of McGregor | 21 | West |
| 52185 Aitkin | 11.9 west of Kimberly | 95 | Both |
| 52195 Deerwood | 9.6 east of Loerch | 3 | West |
| 52200 MacMillen Blodell Spur | 5.1 east of Leewood | 12 | West |
| 52218 Klein Spur | 6.1 west of Brainerd | 25 | East |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Siding Switch Mile Post Loc. | Mile Post | Casco Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|------------------------------|--------------|--------------------------------------|----------|---------------|---------------|--------------------|---------------|
| | | | | | | | | | | |
| | | 05055 | | 58.0 | BROOKSTON | J | | | 11.4 | |
| | 7,686 | 52311 | 68.3 69.8 | 69.2 | BADEN | | CTC | | 13.6 | |
| | 7,664 | 52325 | 81.9 83.4 | 82.7 | FERMOY | | | | 25.3 | |
| | | 52401 | | 107.5 0.0 | KELLY LAKE | BJTY | | TWC ABS | 6.7 | |
| | 19,572 | 52354 | 2.3 4.8 | 3.8 | KEEWATIN | | | | 9.6 | |
| | | 52362 | | 9.4 | NASHWAUK | | | TWC | 12.0 | |
| | | 52376 | | 21.4 | BRAXTON JCT | | | | 4.6 | |
| | | 52382 | | 25.8 | CANISTEO | | | | 5.2 | |
| | | 05106 | 24.7 25.6 | 31.3 | GUNN | JT | CTC | | 88.4 | |

Radio Channel No. 85 in service.

| Radio Call-In | | |
|---|----------------------------------|------------------|
| Floodwood-94(X) | Grand Rapids-92(X) | Kelly Lake-98(X) |
| Brookston-97(X) | DM & IR Dispatcher - Iron Jct 95 | |
| Dispatcher X=0, Mechanical X=2, Field Support X=3 | | |

Dispatchers' Telephone Number—8-234-6409

1. Speed Regulations

1(A). Speed—Maximum

| | Freight |
|-------------------------------|---------|
| Brookston to Kelly Lake | 40 MPH. |
| Kelly Lake to Gunn | 35 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|---|---------|
| MP 58.0 to MP 59.1 | 25 MPH. |
| MP 59.1 to MP 59.3 | 12 MPH. |
| Over Holman Bridge A-49A between MP 20.0 and MP 21.0 | 20 MPH. |
| MP 107.0 to MP 0.2 (K.D. leg of wye) | 10 MPH. |
| MP 107.3 to MP 0.2 (K.Y. leg of wye) | 10 MPH. |

1(C). Speed—Switches and Turnouts

Trains or engines entering or leaving siding on clear signal and through turnouts at following locations:

| | |
|---------------------------------------|---------|
| Baden | 25 MPH. |
| Fermoy | 10 MPH. |
| Keewatin | 25 MPH. |
| Gunn (Casco main to Lakes main) | 10 MPH. |
| | 25 MPH. |

1(D). Speed—Other

Item 1A, System Special Instructions, applies between Kelly Lake and Gunn.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

| | |
|-------------------------|----------|
| Brookston to Gunn | 143 tons |
|-------------------------|----------|

3. Type of Operation

- CTC**—in effect: MP 58.0 to MP 107.3
- TWC**—in effect: MP 0.2 to MP 31.2
- ABS**—in effect: MP 0.2 to MP 4.9
- Yard Limits**—in effect:
- Kelly Lake**—MP 107.3 to MP 0.2, KY leg of the Wye
- MP 107.0 to MP 0.2, KD leg of the Wye

Control Points Not Indicated as Stations

- East Onega (MP 96.8)
- West Onega (MP 98.2)

4. General Code of Operating Rules Items

Rule 10.2—The following switches are not equipped with electric locks:

- MP 62.93
- MP 88.17
- MP 95.57
- MP 106.6

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures:
 - MP 67.0 (DED Only) - EWD only
- B. Other FED locations:
 - MP 67.0 (DED Only) - WWD only

Spring Switches—A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 8.9.1.

Spring Switch Locations

- MP 0.15**—Not equipped with facing point lock—normal position is for west leg of wye.
- MP 4.80**—Equipped with facing point lock.

6. FRA Excepted Track—None

7. Special Conditions

Taconite Cars—Freight trains with over 6000 trailing tons and handling empty taconite cars, empty taconite cars must be placed at rear of train.

Spring Switches—Kelly Lake, West wye switch, normal position is for West Leg Wye.

Between Calumet and Canisteo between MP 19.8 to MP 24.5 main track will be used jointly by BNSF and DM&IR and authority for train movements is controlled by BNSF Train Dispatcher and BNSF Operating Rules and Timetable/Special Instructions will govern.

Kelly Lake—The dual control switch at MP 106.1 governing entry to the east end of the yard as approached from Brookston is the "Casco Main Switch", the dual control switch at MP 107.0 governing movement from the east via Kelly Lake toward Gunn is the "K.D. Jct." switch and the dual control switch at MP 107.3 governing movement from the west to Gunn is the "K.Y. Jct." switch.

At Kelly Lake trains exceeding 100 TOB are not allowed on tracks one, two and three.

Trackage between Emmert, Keenan and Virginia will be governed by DM&IR RR current Timetable and Special Instructions. These will be available at Kelly Lake Depot.

National Taconite Loading Facility—A red and yellow light has been installed on both ends. If all of the moveable parts of the loading mechanism are clear so that the train can move through the facility without interference, then signal will display a permissive yellow color aspect.

8. Line Segments

Road Line Segments

| Line Segment | Limits |
|--------------|-------------------------|
| 260 | National Taconite |
| 236 | Brookston to Kelly Lake |
| 237 | Kelly Lake to Gunn |

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Feet | Switch Opens |
|----------------------|-----------------------|---------------|--------------|
| 52306 Arlberg | 5.4 west of Brookston | 15 | East |
| 52331 Casco | 5.8 west of Fermoy | 16 | East |
| 52338 Old Onega Spur | 1.2 east of Onega | 6 | East |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Devils Lake Subdivision MAIN LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|--|------|---------------|---------------|--------------------|---------------|
| | | | | Rule 4.3 | | | | | |
| | | | 0.4 | DL SWITCH | MJT | | | 11.9 | |
| 7,581 | 05310 | 12.3 | | EMERADO | | | | 6.0 | |
| | 05316 | 18.3 | | ARVILLA | | | | 5.4 | |
| | 05322 | 23.7 | | MAYVILLE JCT | | | | 0.6 | |
| 9,288 | 05323 | 24.3 | | LARIMORE | | | | 2.4 | |
| | 05325 | 26.7 | | HANNAH JCT | | | | 11.6 | |
| | 05336 | 38.3 | | NIAGARA | | | | 6.2 | |
| | 05343 | 44.5 | | PETERSBURG | | | | 5.8 | |
| 8,883 | 05348 | 50.3 | | MICHIGAN | | | | 10.4 | |
| 8,908 | 05359 | 60.7 | | LAKOTA | JT | | | 8.9 | |
| | 05368 | 69.6 | | DOYON | | TWC | | 4.9 | |
| | 05373 | 74.5 | | CRARY | | ABS | | 10.8 | |
| 10,560 | 05383 | 85.3 | | DEVILS LAKE | BJTX | | | 18.9 | |
| 6,511 | 05402 | 104.2 | | CHURCHS FERRY | JT | | | 11.5 | |
| 8,214 | 05414 | 115.7 | | LEEDS | | | | 6.2 | |
| 4,540 | 05420 | 121.9 | | YORK | JT | | | 5.9 | |
| | 05426 | 127.8 | | KNOX | | | | 5.6 | |
| | 05432 | 133.4 | | PLEASANT LAKE | | | | 9.0 | |
| 6,286 | 05441 | 142.4 | | RUGBY | JT | | | 5.2 | |
| 3,586 | 05446 | 147.6 | | TUNBRIDGE | | | | 13.7 | |
| 8,882 | 05460 | 161.3 | | TOWNER | | | | 19.7 | |
| 3,574 | 05461 | 182.0 | | GRANVILLE | JT | | | 6.9 | |
| 3,621 | 05487 | 188.9 | | NORWICH | | | | 7.4 | |
| | 05485 | 196.3 | | SURREY | JX | CTC | | 194.9 | |

Radio Channel No. 66 in service.

| Radio Call-In | | |
|---|----------------|-------------------|
| Devils Lake-19(X) | Leeds-10(X) | Towner-09(X) |
| Gavin-97(X) | Larimore-31(X) | Grand Forks-96(X) |
| Lakota-18(X) | | |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | | |

Dispatchers' Telephone Numbers—8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|---|-----------|---------|
| D.L. Switch to Surrey | 79 MPH | 50 MPH. |
| D.L. Switch to Surrey trains over 100 TOB | | 45 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|-----------------------------|----------------------|
| MP 18.8 to MP 19.1 | 70 MPH. |
| MP 22.0 to MP 22.3 | 75 MPH. |
| MP 23.7 to MP 27.1 | 65 MPH. |
| MP 27.1 to MP 69.0 | 70 MPH. |
| MP 69.0 to MP 76.0 | 65 MPH. |
| MP 76.0 to MP 84.4 | 70 MPH. |
| MP 84.4 to MP 85.8 | 30 MPH. 30 MPH. |
| MP 85.8 to MP 87.2 | 60 MPH. 40 MPH. |
| MP 89.5 NRRR crossing | 50 MPH. 50 MPH. |
| MP 105.2 to MP 105.5 | 70 MPH. |
| MP 124.4 to MP 125.2 | 55 MPH. 50 MPH. |
| MP 131.2 to MP 133.1 | 60 MPH. 50 MPH. |
| MP 138.1 to MP 140.2 | 60 MPH. 50 MPH. |

1(C). Speed—Switches and Turnouts

Surrey through No. 20 turnouts 35 MPH. 35 MPH.

1(D). Speed—Other

Sidings 10 MPH.
 Emerado Air Base Spur 10 MPH.
 Trains handling missiles 5 MPH.
 Item 1A of the System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Hannah Jct. to MP 6.5 134 tons
 York to Wolford 134 tons
 Devils Lake to Surrey 143 tons

Six-axle locomotives and six-axle derricks not permitted on the following tracks: Hannah Jct. to McCanna and wye tracks at York, Granville, Rugby and Churches Ferry and Devils Lake Industry and Wye tracks except Harvest States elevator track MP 87.7.

Leeds—any tracks south of main track.

3. Type of Operation

TWC—in effect:

D. L. Switch to Surrey.

Devils Lake—Westward NRPC trains, engineer or conductor will copy own track warrants by radio.

4. General Code of Operating Rules Items

Rule 6.28 Applies—Track between Hannah Jct. MP 0.0 and McCanna MP 6.5 maximum speed 10 MPH.

Track between York and Wolford is Rule 6.28. Maximum speed 25 MPH.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations
 - MP 4.9 (DED Only)
 - MP 41.9 (DED Only)
 - MP 82.9 (DED Only)
 - MP 92.6 (DED Only)

6. FRA Excepted Track—None

7. Special Conditions

Sidings—Loaded coal trains not permitted.

Grand Forks and Devils Lake—Freight trains over 100 TOB must not use siding except Lakota, Larimore, Emerado, Churches Ferry, Leeds, Rugby and Towner.

Devils Lake—Trains over 100 TOB may use siding. Engines must not be set out on Jerome Spur.

Between Tunbridge and Pleasant Lake—Freight trains will make roll-by inspection of their train. In the absence of inspection being provided by other employees, crew on train will make their own inspection.

Lakota—Do not exceed 4 MPH. over scale on south elevator track at Cargill elevator.

Hannah, Hannah Jct. and McCanna—MP 1.8 and MP 1.9 highway crossing protection must be governed by Rule 6.32.2. Signals may be used by operating the key controller.

Speed Test Boards—Engineers must test speed of their trains at following locations:

- Eastward and Westward trains between MP 5.0 and MP 6.0 between DL Switch and Emerado

- Eastward and Westward trains between MP 79.0 and MP 78.0 between Crary and Devils Lake
- Eastward and Westward trains between MP 94.0 and MP 95.0 between Devils Lake and Churchs Ferry.
- Eastward and Westward trains between MP 185.0 and MP 184.0 between Norwich and Granville.

Automatic Interlockings Not Indicated at Station

NPRR Crossing 4.7 miles west of Devils Lake

York—Normal position of north wye switch lined for west leg of wye.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:

Freight Trains 100 TOB and over—Do not exceed 40 MPH.

Passenger Trains—Do not exceed 65 MPH.

Amtrak Instructions—NRPC train crew at Grand Forks will call GF Yardmaster with arrival/departure times also report delays at FO and DL switches to GF Yardmaster.

8. Line Segments

Yard Line Segments

Line Segment Limits

- 521 Grand Forks
- 526 Grand Forks WFE

Road Line Segments

Line Segment Limits

- 268 York to Wolford
- 32 DL Switch
- 33 DL Switch to Surrey

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|------------------------------|--------------------------|---------------|--------------|
| 05301 Powell | 2.5 west of D L Switch | 7 | East |
| 05311 Emerado Air base Spur | 0.5 west of Emerado | 125 | East |
| Forest River Bean Plant Spur | 5.3 west of Hannah Jct | 9 | East |
| 55706 McCanna | 6.0 west of Hannah Jct | 35 | Both |
| 05396 Penn | 12.7 west of Devils Lake | 15 | East |
| 58114 Wolford | 14.0 west of York | 32 | Both |
| 05468 Denbigh | 8.4 west of Towner | 15 | East |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Drayton Subdivision BRANCH LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Str. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|---|-----------|---------------|---------------|--------------------|---------------|
| | | | | Rule 4.3 | Rule 6.28 | | | | |
| | | 55422 | 117.8 | HONEYFORD | | Rule 6.28 | | 3.5 | |
| | | 55425 | 121.3 | GILBY | | | | 4.3 | |
| | | 55430 | 125.6 | JOHNSTOWN | | TWC | | 4.7 | |
| | | 55434 | 130.3 | FOREST RIVER | U | | | 5.8 | |
| | | 55440 | 136.1 | VOSS | | | | 8.9 | |
| | | 55539 | 145.0 | GRAFTON | JTU | Rule 6.28 | | 15.5 | |
| | | 55464 | 160.5 | DRAYTON | | TWC | | 18.3 | |
| | | 55483 | 178.8 | JOLIETTE | | Rule 6.28 | | 61.0 | |

Radio Channel No. 66 in service.

| Radio Call-In | | |
|---|----------------|-----------------|
| Grafton-48(X) | Joliette-78(X) | Honeyford-31(X) |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | | |

Dispatchers' Telephone Numbers—8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

Honeyford to Joliette Freight
25 MPH.

1(B). Speed—Permanent Restrictions

MP 119.5 to End of track 10 MPH.
MP 143.0 to MP 148.0 10 MPH.
MP 159.6 to MP 163.3 10 MPH.
MP 178.0 to End of track 10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Item 1A of the System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Honeyford to Joliette 134 tons

35 ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives not permitted.

3. Type of Operation

TWC—in effect:

MP 119.5 to MP 143.0
MP 148.0 to MP 178.0

4. General Code of Operating Rules Items

Rule 6.28—in effect:

MP 119.5 to Eastward End of Subdivision
MP 143.0 to MP 148.0
MP 178.0 to MP 179.5

Rule 6.32.2—in effect: Over crossing on industry track
Johnstown, MP 125.9.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Johnstown—When train movement is made over crossing on industry track at Johnstown MP 125.9 crew must stop on edge of crossing and make certain flashing light signals are activated before crossing or crew member must be on the ground at crossing to warn traffic until crossing is occupied.

Grafton—Account curvature of turnout and track on N.P. Industrial Spur located at MP 146.0 cars must be handled at speed not exceeding 3 MPH.

Normal position of the transfer track switch located at MP 144.2 is lined for movement to be made.

8. Line Segments

Road Line Segments

Line Segment Limits

249 Honeyford to Joliette

9. Locations Not Shown as Stations

| Name | Mile Post Location | Capacity Cars | Switch Opens |
|----------------------------|---------------------|---------------|--------------|
| Potato Whse. Spur | 0.4 west of Drayton | 30 | East |
| Drayton Potato Packer Spur | 0.8 west of Drayton | 12 | East |
| American Crystal Plant | 1.5 west of Drayton | Yard | Both |

| Length of Siding (Feet) | Station Nos. | Mile Post | Glasston Subdivision | | Type of Oper. | Track Diagram | Miles to Next Stn. |
|-------------------------|--------------|-----------|----------------------|-------|---------------|---------------|--------------------|
| | | | BRANCH LINE STATIONS | | | | |
| | 05295 | 0.0 | GRAND FORKS | RBMJT | TWC | | 1.4 |
| | 55502 | 1.4 | CALSPUR | R | | | 11.0 |
| | 55512 | 12.4 | MANVEL | | | | 12.1 |
| | 55524 | 24.5 | ARDOCH | JU | | | 6.1 |
| | 55530 | 30.6 | MINTO | | | | 8.8 |
| | 55539 | 39.4 | GRAFTON | JTU | | | 6.5 |
| | 55546 | 45.9 | AUBURN | | | | 7.6 |
| | 55553 | 53.5 | ST THOMAS | | | | 6.1 |
| | 55559 | 59.6 | GLASSTON | | | | 59.6 |

Radio Channel No. 66 in service.

| Radio Call-In | |
|---|-------------------|
| Grafton-48(X) | Grand Forks-96(X) |
| Emergency - Call 911 | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | |

Dispatchers' Telephone Numbers—8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

Freight

Grand Forks to Glasston 25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.4 head end restriction westward trains 10 MPH.
 Grand Forks and MP 37.8 25 MPH.
 MP 37.0 to MP 42.0 10 MPH.
 MP 42.0 to MP 59.0 25 MPH.
 MP 59.0 to MP 60.2 10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Hwy 81 Crossing - West leg of wye (HE only) 5 MPH.
 Item 1A of the System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 MP 0.0 to MP 6.0 143 ton.
 MP 6.0 to MP 60.2 134 ton.
 35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.
 Six-axle locomotives not permitted beyond MP 6.0.

3. Type of Operation

TWC—in effect:
 MP 6.0 to MP 37.0
 MP 42.0 (Grafton to MP 59.0 Glasston).

Restricted Limits—in effect:
 Between MP 0.0 and MP 6.0

4. General Code of Operating Rules Items

Rule 6.28—Applies to Glasston, trackage between:
 MP 59.0 to MP 60.2
 MP 37.0 to MP 42.0

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Railroad Crossing Not Indicated at Stations—MP 38.7 between Minto and Grafton, Drayton Subdivision crossing.

CF Industries—North Grand Forks switch crews must contact guard prior to approaching anhydrous ammonia rail rack. Switch crews must ascertain from guard whether inspection has been made to ensure that there are no ammonia leaks.

Grafton—Normal position of the main track switch located at MP 40.2 is lined for Waihalia Subdivision.

TransferTrack— Switch located at MP 38.7 normal position is lined for movement to be made.

8. Line Segments

Road Line Segments
Line Segment Limits

246 Hi-Way—Calspur
 250 Grand Forks to Glasston

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|------------------------------|-----------------------|---------------|--------------|
| 55527 Process Potatoes Inc | 1.9 east of Minto | 9 | East |
| 55528 J.D. Miller Potato Co | 1.8 east of Minto | 5 | East |
| 55529 F&R Rodnik | 1.7 east of Minto | 5 | East |
| 55554 Tobiasson Gillishammer | 1.1 west of St Thomas | 10 | East |

| Length of Siding (Feet) | Station Nos. | Mile Post | Grand Forks Subdivision | | Type of Oper. | Track Diagram | Miles to Next Stn. |
|-------------------------|--------------|-----------|-------------------------------------|----------|---------------|---------------|--------------------|
| | | | MAIN LINE STATIONS | Rule 4.3 | | | |
| | 05163 | 105.5 | CASS LAKE | BTR | | 9.6 | |
| 3,660 | 05172 | 95.9 | ROSBY | | | 5.2 | |
| | 05178 | 90.7 | BEMIDJI | J | | 6.6 | |
| 8,129 | 05184 | 84.1 | WILTON | | | 12.1 | |
| | 05196 | 72.0 | SHEVLIN | | | 6.9 | |
| | 05203 | 65.1 | BAGLEY | | | 7.4 | |
| 8,239 | 05211 | 57.7 | EBRO | | | 13.0 | |
| 3,688 | 05224 | 44.7 | FOSSTON | | | 7.5 | |
| 9,033 | 05231 | 37.2 | McINTOSH | | | 6.0 | |
| 3,823 | 05237 | 31.2 | ERSKINE | AJ | | 6.7 | |
| | 05244 | 24.5 | MENTOR | | | 6.8 | |
| | 05251 | 17.7 | TILDEN JCT | J | | 4.8 | |
| 9,038 | 05255 | 12.9 | BENOIT | | | 10.0 | |
| | 05264 | 2.9 | REDLAND JCT | J | | 1.0 | |
| | | 1.9 | CROOKSTON | JT | | 1.0 | |
| | 05270 | 81.0X | CROOKSTON JCT | | | 2.9 | |
| | | 83.9X | NORTH CROOKSTON JCT | JT | | 9.2 | |
| 7,710 | 05280 | 93.1X | FISHER | | | 9.9 | |
| | 05291 | 103.0X | SIMPLOT | | | 2.0 | |
| | 05293 | 105.0X | EAST GRAND FORKS | | | 4.9 | |
| | 05295 | 109.9 | GRAND FORKS | BMJTY | 0.4 | | |
| | | 110.3 | G F SWITCH (To FO Switch 0.5 miles) | MJTY | 1.1 | | |
| | | 111.4 | D L SWITCH | MJT | 135.0 | | |

Radio Channel 85 in service between MP 105.5X, East Grand Forks, Cass Lake and D.L. Switch (MN)

| Radio Call-In | | |
|---|-----------------|------------------------|
| Tilden Jct.-75(X) | Cass Lake-93(X) | Grand Forks Yard-35(X) |
| Bagley-82(X) | Fosston-81(X) | Grand Forks-73(X) |
| Bemidji-72(X) | | |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | | |

Dispatchers Telephone Numbers—

Grand Forks East—8-234-6409, 1-800-382-7785
 Grand Forks West—8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

| | Freight |
|-------------------------------------|---------|
| Cass Lake to MP 103 Simplot | 49 MPH. |
| Trains over 100 TOB | 45 MPH. |
| FO Switch to Grand Forks MT 2 | 10 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|--|---------|
| MP 92.0X to MP 93.0X at Fisher | 40 MPH. |
| Between Fisher and Redland Jct. MP 84.0X to MP 1.0 | 30 MPH. |
| Head end restriction, Bemidji Between MP 89.5 to MP 91.6 | 35 MPH. |
| MP 103.0X Simplot to MP 105.0X, East Grand Forks | 25 MPH. |
| MP 103.0X Simplot, head end restriction for eastward trains. | |
| MP 105.0 X East Grand Forks to MP 109.9 G.F. Switch | 20 MPH |
| MP 110.3, G.F. Switch to D.L. Switch MT 1 | 25 MPH. |
| MP 109.9 Grand Forks to MP 110.3 GF Switch | 10 MPH. |
| Northwood Spur—MP 82.3 | 5 MPH. |

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Sidings 10 MPH.
 Item 1A of the System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Cass Lake to Grand Forks 143 tons
 Six-axle locomotives and six-axle derricks not permitted on the following tracks: Wye except at North Crookston Jct. and Crookston Jct.

Crookston—Midland track (Crookston Valley Coop).

3. Type of Operation

TWC—in effect:

MP 104.0, Cass Lake to MP 105.0X East Grand Forks

Yard Limits—in effect:

MP 107.8, Grand Forks to D. L. Switch
 GF Switch to FO Switch

Restricted Limits—in effect:

MP 104.0, Rosby to Cass Lake
 MP 105.0X, East Grand Forks to MP 107.8 Grand Forks

4. General Code of Operating Rules Items—None

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations
 MP 22.7 (DED Only)
 MP 47.7 (DED Only)
 MP 88.0 (DED Only)

6. FRA Excepted Track—None

7. Special Conditions

Grand Forks

All trains and engines must not occupy the main track without permission of the yardmaster.

Locomotives not allowed on inside of shed on tracks 1 and 2 at NDSM for east 300 feet.

When switching UND, handle all cars with air.

Protect open switch in effect, Grand Forks Subdivision.

Locomotives cannot go in shed of track 3 at NDSM unless permission is received from NDSM.

All trains must obtain permission from Grand Forks Yardmaster before departing make-up tracks.

The first paragraph of Rule 8.3 of the General Code of Operating Rules which covers normal position of main track switch "Does not Apply" at the Cottonwood switch located at MP 107.59. This switch may be left lined for the main track or yard; however, it must be locked. Trains must approach this switch expecting it to lined against movement.

Train Inspection

Roll-by inspection of both sides required of departing trains at speed not exceeding 20 MPH. In the absence of inspection being provided by other employees. Crew on departing train will arrange for their own inspection.

Crookston—Locomotive cooling water available at section house.

Potlatch Spur—Wheel stops placed on both ends of plant track in building. Derail and blue flag installed on warehouse track. Potlatch personnel will apply and remove derail and blue flag.

Mentor—Industry track for MW use only.

Speed Test Boards—Engineers must test speed of their trains at following locations:

- Eastward and Westward trains between MP 97.0X to MP 96.0X between Simplot and Fisher.
- Eastward and Westward trains between MP 98.0 to MP 97.0 between Cass Lake and Rosby.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder the following speed restrictions apply:

Freight Trains 100 TOB and over—Do not exceed 40 MPH.

8. Line Segments

Yard Line Segments

Line Segment Limits

- 520 Bemidji
- 521 Grand Forks
- 522 Crookston
- 526 Grand Forks WFE
- 527 Cass Lake

Road Line Segments

Line Segment Limits

- 31 Cass Lake to Redland Jct.
- 32 Redland Jct. to GF Switch
- 220 DL Switch

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|-------------------------------|---------------------|---------------|--------------|
| 05169 Potlatch Spur | 3.0 east of Rosby | | Both |
| 05173 Bemidji Industrial Park | 1.0 west of Rosby | | East |
| 05188 Northwood Spur | 3.7 west of Wilton | | East |
| 05216 Lengby | 7.0 east of Fosston | 14 | East |
| 05243 Solar Gas | 0.9 east of Mentor | 66 | Both |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Hannah Subdivision BRANCH LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|---|---|---------------|---------------|--------------------|---------------|
| | | | | Rule 4.3 | | | | | |
| | | 55723 | 23.6 | CONWAY | J | TWC | | 5.0 | |
| | | 55728 | 28.0 | PISEK | | | | 6.2 | |
| | | 55734 | 34.2 | PARK RIVER | | | | 9.3 | |
| | | 55744 | 43.5 | EDINBURG | | | | 12.6 | |
| | | 55756 | 56.1 | MILTON | | | | 5.7 | |
| | | 55762 | 61.9 | OSNABROCK | | | | 11.7 | |
| | | 55774 | 73.6 | LANGDON | | | | 14.4 | |
| | | 55788 | 88.0 | WALES | | | | 6.6 | |
| | | 55795 | 94.6 | HANNAH | T | | | Rule 6.28 | 71.5 |

Radio Channel No. 66 in service.

| Radio Call-In | |
|---|---------------|
| Conway-31(X) | Langdon-61(X) |
| Emergency - Call 911 | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | |

Dispatchers Phone—8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

| | |
|-------------------------|----------------|
| | Freight |
| Conway to Langdon | 25 MPH. |
| Langdon to Hannah | 10 MPH. |

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other—None

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

| | |
|-------------------------|------------|
| Conway to Langdon | 134 tons |
| Langdon to Hannah | 131.5 tons |

35 ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks not permitted.

3. Type of Operation

TWC—in effect:
Conway to MP 94.0

4. General Code of Operating Rules Items

Rule 6.28—in effect:
Between MP 94.0 and Hannah.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions—None

8. Line Segments

Road Line Segments
Line Segment Limits
252 Conway to Hannah

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|-----------------------|------------------------|---------------|--------------|
| Rossford Johnson Spur | 1.2 west of Park River | 13 | West |
| 55768 Easby | 5.5 west of Osnabrock | 2 | East |
| 55781 Dresden | 7.0 west of Langdon | 34 | Both |

| W EST WARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Hib Tac Subdivision BRANCH LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. | ↑ E AS T WARD |
|-----------------------|----------------------------------|-----------------|--------------|--|--------------|---------------------|------------------|-----------------------------|---------------------------|
| | | | | Rule 4.3 | Rule 6.28 | | | | |
| | | 52401 | 500.0 | KELLY LAKE | | CTC | | 0.7 | |
| | | 52456 | 500.7 | HIB TAC JCT | | TWC | | 1.9 | |
| | | | 502.6 | MAHONNING | | | | 1.9 | |
| | | | 504.5 | SCENIC | | | | 1.3 | |
| | | | 505.8 | CLAY TRACK SWITCH | | | Rule 6.28 | | 5.8 |

Radio Channel 85 in service.

| |
|---|
| Radio Call-In |
| Kelly Lake-98(X) |
| Emergency - Call 911 |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 |

Dispatcher Telephone Number—8-234-6409

1. Speed Regulations

1(A). Speed—Maximum

Kelly Lake to Clay Track Switch (MP 505.5) **Freight** 20 MPH.

1(B). Speed—Permanent Restrictions

Loaded Taconite Trains MP 502.0 to MP 500.7 12 MPH.
 MP 505.5 to and including Loop Track 10 MPH.
 Over scale when weighing cars both empty and loaded 6 MPH.

1(C). Speed—Switches and Turnouts

All Turnouts 12 MPH.

1(D). Speed—Other—

Hib Tac to Emmert 20 MPH.
 Item 1(A) of System Special Instructions apply.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Kelly lake to Hibbing Taconite 143 tons

3. Type of Operation

TWC—in effect:
 MP 500.0 to MP 504.5

Rule 6.28—in effect:
 All track west of MP 504.5.

4. General Code of Operating Rule Items—None

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Taconite Cars—Freight trains with over 6000 trailing tons and handling empty taconite cars, empty taconite cars must be placed at rear of train.

Spring Switches—Kelly Lake, west wye switch, normal position is for West Leg Wye.

Kelly Lake—Trains exceeding 100 TOB are not allowed on tracks one, two, and three. trackage between Emmert, Keenan and Virginia will be governed by DM&IR RR current timetable and special instructions. These will be available at Kelly Lake Depot.

Hibbing Taconite Plant—At the Hib Tac loading facility, a red and yellow light has been installed on both ends of the load out pocket. If all of the movable parts of the loading mechanism are clear so that the train can move through the facility without interference, the signal will display a permissive yellow color aspect.

Clay Track—Building constructed with close clearance at both ends, lights installed:

Red—Do Not Enter

Yellow—Proceed With Caution

8. Line Segments

Road Line Segments

Line Segment Limits

238 Kelly Lake—Emmert Jct.
 257 Hibbing Taconite Line

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Feet | Switch Opens |
|-------------------|------------------------|---------------|--------------|
| 52456 Hib Tac Jct | 0.5 west of Kelly Lake | | East |
| Off Track | 1.4 east of Hibbing | 17 | Both |
| 52408 Hibbing | 5.7 east of Kelly Lake | | East |
| 52412 Emmert | 6.7 east of Kelly Lake | | |
| 52440 Virginia | 25.1 east of Emmert | | East |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Hillsboro Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|--|------|----------|---------------|---------------|--------------------|---------------|
| | | | | | | | | | | |
| | | 00679 | 24.2 | FARGO YARD OFFICE | JTY | | ABS | | 1.7 | |
| | | | 25.9 | DAKOTA JCT | JY | | | | 6.0 | |
| | 6,455 | 10053 | 31.9 | HARWOOD | | | | | 12.5 | |
| | 3,500 | 10066 | 44.4 | GARDNER | | | | | 6.2 | |
| | 6,462 | 10072 | 50.6 | GRANDIN | | | | | 11.7 | |
| | 7,367 | 10084 | 62.3 | HILLSBORO | | | | | 3.4 | |
| | | 10088 | 65.7 | TAFT | | | TWC ABS | | 4.4 | |
| | | 10092 | 70.1 | CUMMINGS | | | | | 6.0 | |
| | 6,460 | 10098 | 76.1 | BUXTON | | | | | 5.0 | |
| | 3,971 | 10103 | 81.1 | REYNOLDS | | | | | 7.1 | |
| | 5,618 | 10110 | 88.2 | THOMPSON | | | | | 9.4 | |
| | | | 97.6 | FO SWITCH | MJTY | | | | 0.4 | |
| | | | 98.0 | WEST GRAND FORKS | Y | | ABS | | 0.2 | |
| | | | 98.2 | DL SWITCH | MJTY | | | | 74.0 | |

Radio Channel No. 66 in service.

Radio Channels No. 20 and No. 70 in service at Dilworth.

| Radio Call-In | | |
|---|-----------------|-------------------|
| Harwood-05(X) | Hillsboro-46(X) | Grand Forks-96(X) |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | | |

Dispatchers Telephone Numbers—8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|-----------------------------------|-----------|---------|
| Dakota Jct. to F.O. Switch | 70 MPH. | 50 MPH. |
| F.O. Switch and D.L. Switch | 10 MPH. | 10 MPH. |
| All trains over 100 TOB | | 45 MPH. |

1(B). Speed—Permanent Restrictions

| | | |
|------------------------------------|---------|---------|
| Fargo Yard Office and Dakota Jct.: | | |
| MP 24.2 to MP 24.3 | 25 MPH. | 25 MPH. |
| MP 24.3 to MP 26.1 | 50 MPH. | 30 MPH. |

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

| | |
|---|---------|
| Sidings Thompson, Grandin and Buxton | 10 MPH. |
| Sidings Harwood, Gardner and Reynolds | 10 MPH. |
| Hillsboro—On Old Beet track | 5 MPH. |
| Thompson—Elevator track over scale | 5 MPH. |

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Fargo Yard Office to DL Switch 143 tons
 Six-axle locomotives and six-axle derricks not permitted on following tracks:
 Taft—Elevator track.

3. Type of Operation

TWC—in effect:
 MP 28.0 Dakota Jct. to MP 97.6 F.O. Switch
 MP 97.6 to DL Switch

Yard limits—in effect:

MP 28.0 to MP 24.2 between Harwood and Fargo Yard Office.
 MP 97.6 to MP 98.2 FO Switch to DL Switch.

4. General Code of Operating Rules Items
Rule 6.28—in effect: Coal Connecting track

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures—None
- B. Other FED locations:
 MP 34.0 (DED only) - EWD only
 MP 52.7 - Recall Code 467
 MP 79.0 - Recall Code 468
 MP 92.5 (DED only) - WWD only

6. FRA Exempted Track—None

7. Special Conditions

Sidings—Trains over 100 TOB must not use any sidings except Hillsboro, Thompson, Buxton and Grandin.

Hillsboro siding located between MP 60.0 to MP 61.7.

Speed test boards—Engineers shall test speed of their trains at following locations:

Westward trains between MP 34 to MP 35.
 Eastward trains between MP 91 to MP 90.

Dilworth Terminal—

- A. All switch engines, trains and MW movements within the Dilworth Terminal are under the direction of the Dilworth yardmaster.
 When working, approaching or traveling on main tracks all employees will utilize Road Channel No. 70
 All other movements or work other than Main track will utilize Yard Channel No. 20.
- B. Train Inspection:
 Dilworth/Fargo—Roll-by inspection required of departing trains at speed not exceeding 20 MPH. Unless otherwise provided inbound train crew will make inspection of departing train.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder the following speed restrictions apply:
 Freight Trains 100 TOB and over—Do not exceed 40 MPH.
 Passenger Trains—Do not exceed 65 MPH.

8. Line Segments

Road Line Segments

Line Segment Limits

| | |
|-----------|---|
| 291 | Fargo-Dakota Jct. - Coal Connection Track |
| 220 | Fargo Yard Office to DL Switch |

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|-------------------------------|-----------------------|---------------|--------------|
| 10078 Kelso | 6.1 west of Grandin | 8 | West |
| 10086 Amerian Crystal (Redco) | 2.3 west of Hillsboro | 60 | Both |
| 10115 Merrifield | 4.9 west of Thompson | 32 | Both |
| 10118 Flaot | 7.8 west of Thompson | 13 | West |
| 10120 Prairie Sub Station | 8.8 west of Thompson | 10 | East |

| Length of Siding (Feet) | Station Nos. | Siding Switch Mile Post Loc. | Mile Post | Hinckley Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. |
|-------------------------|--------------|------------------------------|-----------|---|----|----------|---------------|---------------|--------------------|
| | | | | | | | | | |
| | 05013 | | 11.8 | BOYLSTON | JT | CTC | | | 12.7 |
| 6118 | 06112 | 23.4 24.7 | 24.5 | FOXBORO | | | | | 12.0 |
| 7129 | 06100 | 35.9 37.3 | 36.6 | NICKERSON | | | | | 12.2 |
| 5690 | 06088 | 48.4 49.5 | 48.9 | BRUNO | | | | | 8.4 |
| 6957 | 06080 | 56.5 57.9 | 57.2 | ASKOV | | | | | 5.9 |
| | 06074 | | 63.1 | SANDSTONE | | | | | 9.1 |
| 7417 | 06065 | 72.3 73.8 | 72.3 | HINCKLEY | BJ | | TWC ABS | | 7.9 |
| 8553 | 06057 | 78.7 80.5 | 80.1 | BROOK PARK | | | | | 0.4 |
| | | | 80.5 | MORA JCT | J | | | | 11.1 |
| 9000 | 06046 | 90.0 91.7 | 91.3 | GRASSTON | | | | | 16.1 |
| 8800 | 06029 | 108.0 109.8 | 107.4 | CAMBRIDGE | | | | | 11.7 |
| 4958 | 06018 | 118.6 119.6 | 119.0 | BETHEL | | | | | 11.9 |
| 9000 | 06006 | 129.7 131.5 | 131.0 | ANDOVER | | | | | 5.9 |
| | 00448 | | 136.9 | COON CREEK | J | CTC | | | 125.3 |

Radio Channel No. 66 in service Boylston to Coon Creek

| Radio Call-In | | |
|---|-----------------|-----------------|
| Nickerson-85(X) | Hinckley-86(X) | Cambridge-87(X) |
| DMIR-96 | Elk River-80(X) | Cartton-84(X) |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | | |

Dispatcher Telephone Number—8-234-6408

1. Speed Regulations

1(A). Speed—Maximum

| | |
|------------------------------|----------------|
| | Freight |
| Boylston to Coon Creek | 50 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|--|---------|
| Boylston to South end of Bridge 15.5 | 35 MPH. |
| South end of bridge MP 15.5 to MP 24.5 | 40 MPH. |
| Hinckley MP 72.0 to MP 72.3 | 40 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|-------------------------------------|---------|
| Through turnout at Coon Creek | 25 MPH. |
| Through turnout at Boylston | 35 MPH. |

1(D). Speed—Other

| | |
|---------------------------|---------|
| Through all sidings | 10 MPH. |
|---------------------------|---------|

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

| | |
|------------------------------|----------|
| Boylston to Coon Creek | 143 tons |
|------------------------------|----------|

3. Type of Operation

TWC—in effect:
Boylston to Coon Creek

4. General Code of Operating Rules Items

At Coon Creek—Foreign line trains via Hinckley Subdivision will receive track bulletins and track warrants at their originating stations.

Hinckley Subdivision trains must show time by Coon Creek on delay report.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures:

- MP 20.8 (DED Only) - NWD only
- MP 58.9 (DED Only) - SWD only
- MP 66.5 - EWD only - Recall Code 868

B. Other FED locations:

- MP 20.8 (DED Only) - SWD only
- MP 39.3 - Recall Code 858
- MP 58.9 (DED Only) - NWD only
- MP 66.5 - SWD only - Recall Code 868
- MP 96.3 - Recall Code 878
- MP 126.5 - Recall Code 808

6. FRA Exempted Track—None

7. Special Conditions

Speed Test Boards—Engineer must test speed of train at following locations:

Northward and southward trains between MP 76 to MP 77 between Hinckley and Brook Park.

Automatic switches are located at:

- Foxboro Siding—north and south switch
- Hinckley Siding—north and south switch
- Brook Park Siding—south end only
- Grasston Siding—north and south switch
- Cambridge Siding—north and south switch
- Andover Siding—north and south switch

Train and engine crews handling Canadian National Trains out of Pokegema, receiving train consist with special handling code CTC R-32791 restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for these cars and normal track speed is authorized.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder the following speed restrictions apply:

Freight Trains 100 TOB and over—Do not exceed 40 MPH.

8. Line Segments

Road Line Segments

Line Segment Limits

| | |
|------------|------------------------|
| 2108 | Boylston |
| 28 | Boylston to Coon Creek |

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|--------------|---------------------------------|---------------|--------------|
| 06002 Busch | 1.7 north of Coon Creek | 18 | Both |
| 06012 Cedar | 5.7 north of Andover MP 125.2 | 8 | South |
| 06024 Isanti | 5.7 south of Cambridge MP 113.0 | 54 | Both |
| 06040 Braham | 5.3 south of Grasston MP 96.7 | 25 | South |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Hunter Subdivision BRANCH LINE STATIONS | | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|------------|-------------------------|--------------|-----------|--|----|-----------|---------------|---------------|--------------------|------------|
| | | | | | | | | | | |
| | | 00707 | 64.2 | VANCE | JT | | TWC | | 4.8 | |
| | | 56305 | 69.0 | ARTHUR | | | | | 5.9 | |
| | | 56311 | 74.0 | HUNTER | | Rule 6.28 | | | 10.7 | |

Radio Channel No. 70 in service.

| |
|---|
| Radio Call-In |
| Vance-23(X) |
| Emergency - Call 911 |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 |

Dispatchers' Telephone Numbers—8-234-6406, 1-800-382-7785

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Clifford Line Subdivision BRANCH LINE STATIONS | | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|------------|-------------------------|--------------|-----------|---|---|-----------|---------------|---------------|--------------------|------------|
| | | | | | | | | | | |
| | | 00716 | 0.0 | ERIE JCT | J | | | | 1.4 | |
| | | 56402 | 1.4 | ERIE | | | TWC | | 10.7 | |
| | | 56412 | 12.1 | GALESBURG | | | | | 5.4 | |
| | | 56418 | 17.5 | CLIFFORD | | Rule 6.28 | | | 17.5 | |

Radio Channel 70 in service.

| |
|---|
| Radio Call-In |
| Nolan-23(X) |
| Emergency - Call 911 |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 |

Dispatchers' Telephone Numbers—8-234-6406, 1-800-382-7785

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Warwick Subdivision BRANCH LINE STATIONS | | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|------------|-------------------------|--------------|-----------|---|---|----------|---------------|---------------|--------------------|------------|
| | | | | | | | | | | |
| | | 00724 | 24.3 | WARWICK JCT | J | | | | 1.6 | |
| | | 57002 | 25.7 | PAGE | | | | | 7.1 | |
| | | 57009 | 32.8 | COLGATE | | | | | 6.3 | |
| | | 57015 | 39.2 | HOPE | | | | | 9.3 | |
| | | 57024 | 48.4 | PICKERT | | | | | 5.0 | |
| | | 57029 | 53.3 | FINLEY | | | TWC | | 6.5 | |
| | | 57036 | 59.8 | SHARON | | | | | 7.1 | |
| | | 57043 | 66.9 | ANETA | | | | | 4.9 | |
| | | 57048 | 71.9 | KLOTEN | | | | | 6.0 | |
| | | 57054 | 77.8 | McVILLE | | | | | 7.3 | |
| | | 57061 | 85.1 | PEKIN | | | | | 5.8 | |
| | | 57067 | 90.9 | TOLNA | | | | | 7.1 | |
| | | 57080 | 97.2 | HAMAR | | | | | 74.0 | |

Radio Channel No. 70 in service.

| | | |
|---|-------------|---------------|
| Radio Call-In | | |
| Nolan-23(X) | Aneta-14(X) | Warwick-16(X) |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | | |

Dispatchers' Telephone Numbers—8-234-6406, 1-800-382-7785

1. Speed Regulations

1(A). Speed—Maximum

| | |
|-----------------------|----------------|
| | Freight |
| Vance to Hunter | 25 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|--|---------|
| MP 74.5 to MP 75.9 | 10 MPH. |
| Erie Jct. to Clifford | 25 MPH. |
| MP 17.0 to MP 18.0 | 10 MPH. |
| Warwick Jct. to MP 98.0 | 25 MPH. |
| Pickert MP 48.2 to MP 48.4 (HE only) | 10 MPH. |

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Item 1A of the System Special Instructions applies on these subdivisions.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

| | |
|-------------------------------|----------|
| Vance to Hunter | 134 tons |
| Erie Jct. to Clifford | 134 tons |
| Warwick Jct. to Warwick | 134 tons |

35 ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

Hunter and Warwick Subdivision—Six-axle locomotives and six-axle derricks not permitted.

3. Type of Operation

TWC—in effect: Hunter, Clifford and Warwick Subdivisions.

4. General Code of Operating Rules Items

Rule 6.28 Applies

Hunter Subdivision—Trackage between MP 74.0 to MP 75.9.
Clifford Line Subdivision—Trackage between MP 17.0 to MP 18.0 Clifford.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Train Location Lineups—Maintenance of Way Rule 11.0 recorded train location lineup or track warrant must be obtained on Warwick Subdivision.

VMS recorded line-up system in effect for train location line-ups. Persons in the field can dial 8-298-2400 BNSF system or 800-422-2551. Then dial the 4 digit number next to the subdivision you want (Warwick-1633) you will receive the line-up.

8. Line Segments

Road Line Segments

Line Segment Limits

| | |
|-----------|-------------------------|
| 23 | Vance to Hunter |
| 274 | Erie Jct. to Clifford |
| 24 | Warwick Jct. to MP 98.0 |

9. Locations Not Shown as Stations—None

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | K O Subdivision MAIN LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|------------|-------------------------|--------------|------------|------------------------------------|----------|---------------|---------------|--------------------|------------|
| | | | | Rule 4.3 | | | | | |
| | | | 250.3 | EAST DILWORTH | MX Y | 2MT ABS | | 1.9 | |
| | | | 1.0 | WATTS | MX Y | | | 2.1 | |
| | | 00673 | 3.2 | DILWORTH | BT X(2)Y | DT ABS | | 2.3 | |
| | | 00675 | 5.8 | MOORHEAD JCT | MJX(2)Y | | | 2.1 | |
| | | 00679 | 8.6 | FARGO | JX(2)Y | 2MT CTC | | 5.3 | |
| | | 00683 | 13.0 | WEST FARGO | MJX(2)Y | | | 7.3 | |
| | | 00690 | 20.2 | MAPLETON | X(2) | 2MT CTC | | 7.6 | |
| | | 00698 | 28.4 | CASSELTON | JX | | | 3.3 | |
| | | | 31.1 3.3X | SURREY JCT SWITCH | JX | CTC | | 7.6 | |
| | 9371 | 00709 | 10.5X | ABSARAKA | | | | 13.5 | |
| | 9490 | 00724 | 24.3X 41.0 | NOLAN | J | CTC | | 21.1 | |
| | 7733 | 00736 | 52.8 | PILLSBURY | | | | 7.4 | |
| | 9145 | 00744 | 60.2 | LUVERNE | | CTC | | 12.7 | |
| | 9613 | 00757 | 73.0 | HANNAFORD | J | | | 13.4 | |
| | 9686 | 00770 | 86.4 | SUTTON | | CTC | | 13.6 | |
| | 9630 | 00784 | 99.9 | JUANITA | | | | 12.8 | |
| | 8797 | 00796 | 112.7 | BRANTFORD | | CTC | | 11.6 | |
| | 11516 | 00808 | 124.3 | NEW ROCKFORD | JT | | | 12.5 | |
| | 8552 | 00820 | 136.8 | BREMEN | | CTC | | 12.7 | |
| | 9078 | 00833 | 149.5 | HEIMDAL | | | | 12.4 | |
| | 8994 | 00845 | 161.7 | SELZ | | CTC | | 15.3 | |
| | 9526 | 00861 | 177.0 | AYLMER | | | | 9.8 | |
| | 9388 | 00870 | 186.8 | GUTHRIE | | CTC | | 12.8 | |
| | 9168 | 00883 | 199.6 | KARLSRUHE | | | | 12.3 | |
| | 9782 | 00896 | 211.9 | SIMCOE | | CTC | | 14.1 | |
| | | 05495 | 226.0 | SURREY | J | | | 2.3 | |
| | | 00911 | 197.9X | GAVIN YARD | BJT | CTC | | 1.8 | |
| | | 00913 | 199.7X | JD SWITCH | X(2) | | | 3.5 | |
| | | 00917 | 203.2X 0.0 | MINOT | X | 2MT CTC | | 255.1 | |

Radio Channel No. 70 in service.

Between Surrey and Minot is under the jurisdiction of the Montana Division.

| Radio Call-In | | |
|---|--------------------|-----------------|
| Surrey Jct. Switch-53(X) | Nolan-23(X) | Hannaford-06(X) |
| Juanita-16(X) | New Rockford-20(X) | Selz-17(X) |
| Alymer-26(X) | Simcoe-15(X) | Gavin-07(X) |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | | |

Dispatchers Telephone Number—8-234-6406

Dilworth Control Operator Telephone Number—8-280-7284

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|------------------------------|-----------|---------|
| East Dilworth to Minot | 40 MPH. | 35 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|--|---------|
| MP 250.3 to MP 3.1 | 75 MPH. |
| MP 250.3 to MP 3.1 Trains over 100 TOB | 40 MPH. |

| | Passenger | Freight |
|---|-----------|---------|
| MP 3.1 to MP 9.1 | 40 MPH. | 35 MPH. |
| MP 27.0 to MP 28.0 (HE only) | 40 MPH. | 40 MPH. |
| Between Surrey and J.D. Switch MP 225.5 and MP 199.7 | 60 MPH. | 50 MPH. |
| Between J.D. Switch and Minot MP 199.7 to MP 200.9 on Main 2 | 60 MPH. | 50 MPH. |
| Between J.D. Switch and Minot MP 200.9 to MP 202.2 on Main 2 | 60 MPH. | 35 MPH. |
| Between J.D. Switch and Minot MP 202.2 on Main 2 | 35 MPH. | 35 MPH. |
| Between west crossover J.D. Switch and Minot on Main 1 MP 199.4 to MP 1.2 | 35 MPH. | 35 MPH. |
| Eastward Freight Main between west switch Diesel Service and west crossover J.D. Switch | 25 MPH. | 25 MPH. |
| Head end speed restrictions for westbound freight trains as follows: | 30 MPH. | 30 MPH. |
| Signal 2485.5 on main track No. 2 Minot Trains departing sidings on a proceed signal may increase speed to 35 MPH after engine has passed signal including west crossovers through turnout J.D. Switch. | | |
| Between Absaraka and Pillsbury MP 23.8X to MP 41.2 | 55 MPH. | 55 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|--|---------|
| Through turnouts at: | |
| MP 1.0 crossover Watts | 35 MPH. |
| MP 250.3 crossover | 35 MPH. |
| MP 6.2 crossover | 35 MPH. |
| MP 12.8 turnout to Prosper Subdivision, West Fargo to JY Jct. | 25 MPH. |
| MP 12.9 Crossover | 35 MPH. |
| MP 20.0 Crossovers | 35 MPH. |
| MP 28.3 crossover | 35 MPH. |
| MP 28.4 turnout to RRVW | 30 MPH. |
| MP 31.0 crossover | 35 MPH. |
| MP 31.1 turnout at Surrey Jct. Switch | 35 MPH. |
| Head end restriction MP 124.0 to MP 124.7 | 50 MPH. |
| Surrey through turnouts | 35 MPH. |
| Trains or engines leaving siding on clear signal and through turnouts at following locations: | |
| Absaraka siding | 35 MPH. |
| Nolan siding | 35 MPH. |
| Pillsbury siding | 35 MPH. |
| Luverne siding | 25 MPH. |
| Hannaford siding | 25 MPH. |
| Sutton siding | 35 MPH. |
| Juanita siding | 35 MPH. |
| Brantford siding | 35 MPH. |
| New Rockford siding | 35 MPH. |
| Barmen siding | 35 MPH. |
| Heimdal siding | 35 MPH. |
| Selz siding | 35 MPH. |
| Alymer siding | 35 MPH. |
| Guthrie siding | 35 MPH. |
| Karlsruhe siding | 35 MPH. |
| Simcoe siding | 35 MPH. |

1(D). Speed—Other—None

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

| Maximum Gross Weight of Car | |
|---|----------|
| East Dilworth to New Rockford | 143 tons |
| Hannaford to Walum | 134 tons |
| Tatman Jct. to Tatman | 134 tons |
| Hannaford Elevator Track | 134 tons |
| Six-axle locomotives and six-axle derricks not permitted on the following tracks: | |
| Between Hannaford and Walum. | |
| Between Tatman Jct. and Tatman. | |

3. Type of Operation**Yard limits**—in effect:

MP 250.3 and MP 13.0

MP 250.3 East Dilworth to MP 13.0 West Fargo on Eastward and Westward main track.

Dilworth—Westward trains destined KO Subdivision, will obtain track warrant and secure track bulletin(s).**Minot**—Eastward trains destined KO and Devils Lake Subdivision will obtain track warrant and secure track bulletin(s).**Control Point Not Shown as Station**—

Middle Dilworth - MP 2.3 (Manual Interlocking)

CTC—in effect between:

MP 13.0 West Fargo and MP 203.2 Minot

OCS—Occupancy Control System—in effect between: East Dilworth MP 250.3 and West Fargo MP 13.0, trains and engines may enter or occupy the main track on controlled signal indication after receiving verbal permission to enter yard limits from Dilworth control operator. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from Dilworth control operator.**4. General Code of Operating Rules Items****Rule 6.28**—Between MP 22.9 Walum and MP 26.4 Hannaford all tracks are industrial tracks.**Rule 10.2**—Following switches not equipped with electric locks:

Mapleton MP 19.9 Main 1

Norpak MP 22.3 Main 2

Dalrymple MP 25.8 Main 1

Casselton MP 27.3 Main 2

Casselton MP 27.5 Main 1

Casselton MP 27.9 Main 1

Karnak MP 65.5

West Fargo MP 14.1 main 1

West Fargo MP 13.4 Main 2

Hamberg—East and West Switches

5. Trackside Warning Detectors (TWD)**A. Protecting bridges, tunnels or other structures:**

MP 55.9 - WWD only - Recall Code 238

MP 68.6 (DED Only) - EWD only

MP 202.0 - WWD only - Recall Code 538

MP 209.2 (DED Only) - EWD only

B. Other FED locations:

Between Dilworth and Surrey Jct. Switch

MP 16.2 - Recall Code 537

MP 25.3 - Recall Code 538

Between Surrey Jct. Switch and Minot

MP 19.3X - Recall Code 538

MP 55.9 - Recall Code 238

MP 68.6 (DED only) WWD only

MP 83.7 - Recall Codes 068

MP 110.5 - Recall Code 167

MP 127.9 - Recall Code 168

MP 142.4 - Recall Code 177

MP 168.7 - Recall Code 178

MP 185.5 - Recall Code 268

MP 202.0 - EWD only - Recall Code 538

MP 209.2 (DED Only) - WWD only

6. FRA Excepted Track—None**7. Special Conditions****Dilworth Terminal****A. Defined Terminal**—All yard tracks and main tracks between:KO Sub Eastbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.
Westbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.

Hillsboro Sub From MP 28.0 West of Dakota Jct. to MP 24.2 at Fargo Yard office on Coal Main.

Prosper Sub From MP 41.3 South Moorhead to MP 3.9 JY Jct.. Also includes JY connecting track and the Dakota connecting track.

P-Line Sub From Moorhead to MP 3.6 East of Kragnes.

All trains and engines must get verbal permission from the Dilworth control operator to enter yard limits.

B. Occupancy Control System

In the Dilworth/Fargo Terminal, Occupancy Control System (OCS is in effect between:

East Dilworth (MP 250.3) and West Fargo (MP 13.0) on the KO Subdivision, South Moorhead (MP 41.3) and JY Jct. (MP 3.9 on the Prosper Subdivision, and JY Jct. (MP 3.9) and West Fargo on the Prosper Subdivision.

OCS is not in effect between Fargo Yard Office (MP 24.2) and MP 27.9 (East of Harwood) on the Hillsboro Subdivision.

All main track movements within yard limits will be controlled by the Dilworth Control Operator. All yard track movements (other than main track) in the Dilworth/Fargo terminal will be controlled by the Dilworth Yardmaster.

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Middle Dilworth - MP 2.3
- Eastbound Yard Lead (MP 5.2 on EWD, KO Sub)
- Moorhead Jct.
- West Fargo
- South Moorhead
- Fargo Yard Office
- JY Jct.
- OTV Jct.
- Middle Dilworth

Trains and engines must get verbal authority from the Dilworth Control Operator to pass any signal displaying a Stop indication. OCS does not relieve train and engine crews from compliance with GCOR 9.17. OCS does not permit trains or engines to occupy the main track within interlocking limits.

Maintenance of Way must obtain an OCS authority from the Dilworth Control Operator before occupying or fouling the main track within OCS limits or a Form B in effect. Maintenance of Way in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way to occupy or foul the main track within a manual interlocking (East Dilworth, Watts, Moorhead Jct., OTV Jct., West Fargo, JY Jct., Middle Dilworth, and Fargo Yard Office) they must get separate OCS that specifically authorizes them to occupy the main track within the limits of that interlocking or a Form B in effect.

All employees and train crews receiving an OCS must report to the Dilworth Control Operator when they are clear of the OCS limits and include the following information:

- OCS number
- Name of employee or engine number of train
- Limits that were permitted
- Time OCS reported clear.

C. Radio

The following channels are in service:

- Radio Channel No. 20
- Radio Channel No. 70

When working, approaching or traveling on main tracks all employees will utilize Road Channel No. 70

All other movements or work other than Main track will utilize Yard Channel No. 20.

D. Train Inspection:

Dilworth/Fargo—Roll-by inspection required of departing trains at speed not exceeding 20 MPH. Unless otherwise provided inbound train crew will make inspection of departing train.

E. Connecting Tracks:

Between West Fargo MP 12.8 on KO Subdivision and JY Jct. MP 3.9 on Prosper Subdivision, JY Connecting is considered signaled main track in yard limits, maximum speed 25 MPH.

Speed Test Boards—Engineers shall test speed of their trains passing following locations:

- Westward trains, between MP 21.0 and MP 22.0 between Mapleton and Casselton.
- Eastward and westward trains, between MP 117.0 and MP 116.0, approximately 7 miles east of New Rockford.
- Westward and eastward trains, between MP 146.0 and MP 147.0, approximately 4 miles west of Hamberg.
- Eastward and westward trains, between MP 221.0 and MP 220.0, approximately 4 miles east of Surrey.

Locomotive cooling water available at Minot, Karlsruhe, New Rockford and Selz.

New Rockford—East end of south siding switch leading to RRVW, must be lined and locked for the RRVW.

Minot—Westward trains at Simcoe will call Gavin Yardmaster for instructions.

NRPC trains at Minot will call Gavin Yardmaster with their arrival and/or departure time and report delays at Minot to Gavin Yardmaster.

Casselton—BNSF trains setting out or picking up cars at Casselton must obtain permission from the RRVW dispatcher at Breckenridge before entering the RRVW 2nd or 5th Subdivision main track at Casselton.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder the following speed restrictions apply:

Freight Trains 100 TOB and over—Do not exceed 40 MPH.
 Freight Trains up to 100 TOB—Do not exceed 50 MPH.

(Except Z-9 symbol trains or single level loaded intermodal trains may operate at maximum authorized speed).

Passenger Trains—Do not exceed 65 MPH.

8. Line Segments

Yard Line Segments

| Line Segment | Yard |
|--------------|--------------|
| 562 | Dilworth WFE |
| 560 | Dilworth |
| 561 | Fargo |
| 468 | Gavin Yard |
| 565 | Minot Yard |

Road Line Segments

| Line Segment | Limits |
|--------------|-------------------------------------|
| 291 | JY-West Fargo |
| 272 | Tatman Spur |
| 25 | East Dilworth |
| 26 | East Dilworth to Surrey Jct. Switch |
| 24 | Surrey Jct. Switch to Nolan |
| 34 | Nolan to Surrey |
| 33 | Surrey to Minot |

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|------------------|------------------------|---------------|--------------|
| 00690 Mapleton | 7.0 west of West Fargo | 30 | West |
| 00692 Norpak | 2.4 west of Mapleton | 20 | East |
| 00695 Dalrymple | 5.3 west of Mapleton | 37 | West |
| 00715 Ayr | 6.0 west of Absaraka | 48 | Both |
| 00750 Kamak | 6.3 west of Luverne | 12 | East |
| 57324 Walum | 3.4 east of Hannaford | 12 | Both |
| 00777 Glenfield | 7.0 west of Sutton | 45 | Both |
| 00790 Grace City | 6.4 west of Juanita | 27 | Both |
| 00827 Hamberg | 6.1 west of Bremen | 29 | Both |
| 00839 Wellsberg | 6.1 west of Heimdahl | 46 | East |
| 58515 Tatman | 15.8 west of JD Switch | 182 | East |

| WEST WARD ↓ | Length of Siding (Feet) | Station Nos. | Siding Switch Mile Post Loc. | Mile Post | Lakes Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. | EAST WARD ↑ |
|-------------------|----------------------------------|-----------------|--|--------------|--|-------------|---------------------|------------------|-----------------------------|-------------------|
| | | | | | | | | | | |
| | | 05004 | | 5.4 | SUPERIOR | BT | 2MT CTC | | 2.1 | |
| | | | | 7.6 | 54th ST | | | | 1.2 | |
| | | 05008 | | 8.8 | CENTRAL AVE To Rices Point Yard on Coal Track 10.1 | JX | CTC | | 0.6 | |
| | | | | 9.4 | M&J JCT | J | | | 1.4 | |
| | | 05010 | | 10.3 | SAUNDERS | JX(2) | TWC | | 2.4 | |
| | | 05013 | | 12.6 | BOYLSTON | JTX | | | 3.3 | |
| | | | | 15.9 | MP 15.9 | | TWC | | 15.8 | |
| 9,700 | 05033 | 33.0 34.9 | | 34.0 | CHUB LAKE | J | | | 7.1 | |
| | 05039 | | | 41.1 | CLOQUET | | CTC | | 8.9 | |
| 7,869 | | 49.2 50.9 | | 50.0 | DRACO | | | | 7.6 | |
| 10,480 | 05055 | 55.9 58.0 | | 57.7 | BROOKSTON | J | TWC | | 17.8 | |
| 9,785 | 05073 | 73.0 75.0 | | 75.6 | FLOODWOOD | | | | 6.6 | |
| 9,216 | 05079 | 82.1 83.9 | | 82.2 | ISLAND | | TWC | | 9.9 | |
| 9,893 | 05090 | 90.3 92.4 | | 92.1 | SWAN RIVER | | | | 9.0 | |
| 9,917 | 05099 | 100.0 102.0 | | 101.0 | PHILBIN | | TWC | | 7.5 | |
| 7,036 | 05106 | 106.9 108.4 | | 108.4 | GUNN | JT | | | 3.0 | |
| | 05109 | | | 112.1 | GRAND RAPIDS | B | TWC ABS | | 5.0 | |
| 4,942 | 05115 | 116.7 117.7 | | 116.5 | COHASSET | T | | | 8.8 | |
| 6,950 | 05124 | 125.6 127.0 | | 125.7 | DEER RIVER | | TWC | | 7.1 | |
| | 05131 | | | 132.8 | BALL CLUB | | | | 20.5 | |
| 6,228 | 05151 | 152.7 153.9 | | 152.9 | SCHLEY | | TWC | | 11.5 | |
| | 05163 | | | 164.9 | CASS LAKE | BTR | | | 157.1 | |

Radio Channel No. 66 in service Superior to Boylston

Radio Channel No. 85 in service CTC Boylston to Cass Lake.

Radio Channel No. 76 Superior Terminal.

| Radio Call-In | | |
|--|-------------------|----------------------|
| Chub Lake - 79(X) | Floodwood - 94(X) | Grand Rapids - 92(X) |
| Schley - 93(X) | Bemidji - 72(X) | Brookston - 97(X) |
| DM&IR Dispatcher - Steelton - 96 | | Saunders - 95(X) |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 | | |

Dispatchers' Telephone Numbers—8-234-6409

1. Speed Regulations

1(A). Speed—Maximum

| | |
|-----------------------------|----------------|
| | Freight |
| 54th St. to MP 115.8 | 50 MPH. |
| MP 115.8 to Cass Lake | 49 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|------------------------------------|---------|
| 54th St. to MP 21.0 | 40 MPH. |
| MP 21.0 to MP 34.0 | 35 MPH. |
| MP 34.0 to MP 39.6 | 40 MPH. |
| MP 39.6 to MP 41.3 (HE only) | 30 MPH. |
| MP 41.3 to MP 46.6 | 40 MPH. |
| MP 46.6 to MP 47.4 | 35 MPH. |
| MP 47.4 to MP 57.7 | 40 MPH. |
| MP 63.3 to MP 63.6 | 40 MPH. |
| MP 108.5 to MP 111.2 | 25 MPH. |
| MP 111.2 to MP 112.3 | 12 MPH. |
| MP 112.3 to MP 115.8 | 25 MPH. |
| MP 115.8 to Cass Lake | 49 MPH. |

Cass Lake—On all tracks head end of train over foot walk crossing located at MP 164.5 10 MPH.

1(C). Speed—Switches and Turnouts

Trains or engines on siding or through No. 20 turnouts at following locations: 35 MPH.
 West Crossovers Saunders
 Boylston
 MP 15.9
 East and West Switch Chub Lake and siding Chub Lake
 Trains or engines on sidings and through turnouts at following locations: 25 MPH.
 Draco, Brookston, Floodwood, Philbin, Swan River, Chub Lake
 Sidings
 Island and Schley 10 MPH.
 Trains and engines through turnouts at following locations: 25 MPH.
 Central Avenue crossover.

1(D). Speed—Other

Deer River—Head end over city crossings between MP 125.5 to MP 125.9 25 MPH.
 Item 1A, System Special Instructions, applies MP 108 to MP 116.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Superior to Cass Lake 143 tons
 At Cass Lake—No. 4 yard track locomotives heavier than 137.5 tons not permitted.

3. Type of Operation

CTC—in effect:
 54th Street to Gunn MP 7.6 to MP 108.5
TWC-ABS—in effect:
 Gunn to Grand Rapids MP 108.5 to MP 115.8
TWC—in effect:
 Grand Rapids to Cass Lake MP 115.8 to MP 162.0

Restricted Limits—in effect:
 MP 162.0 to MP 164.9 (Cass lake)
 MP 105.5 Cass Lake to MP 104.0 Grand Forks Subdivision

4. General Code of Operating Rules Items

Rule 10.2—The following switches are not equipped with electric locks:
 MP 22.64 MP 31.24 MP 35.1
 MP 58.5 MP 75.2 MP 75.6

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures:
 MP 25.4 (DED Only) - WWD only
 MP 31.5 - EWD only - Recall Code 798
- B. Other FED locations:
 MP 25.4 (DED Only) - EWD only
 MP 31.5 - WWD only - Recall Code 798
 MP 53.4 - Recall Code 978
 MP 78.0 - Recall Code 948
 MP 105.0 - Recall Code 928
 MP 129.9 (DED Only)

6. FRA Excepted Track—None

7. Special Conditions

Sidings—Trains exceeding 100 TOB not permitted on sidings between Grand Rapids and Cass Lake.

Taconite Cars—Freight trains with over 6000 trailing tons and handling empty taconite cars, empty taconite cars must be placed at rear of train.

Between Central Avenue and Duluth

Coal Runner between Central Avenue
MP 8.8 and 28th Street MP 6.1—(HE only) 20 MPH.

Between 28th Street MP 6.1 and Duluth connecting
track switch MP 3.5 (HE only) 12 MPH.

Eastward and Westward Runner Tracks between
54th Street and Superior (28th Street) 20 MPH.

Between MP 3.3 and Grassy Point Draw Bridge and between
No Name Creek and Rices Point Yard will be two running tracks
and will be called East and West running tracks.

Midwest Energy—When a red signal is displayed, train must
not enter shed. When a green signal is displayed, train can
enter shed.

Unless otherwise instructed, crews dumping loaded coal cars at
Midwest energy will do the following:

1. Spot first car.
2. Engineer will make 20 PSI reduction.
3. Brakeman will close angle cock on car.
4. Detach engine from train.

After first car has been dumped,

5. Re-attach engine to train
6. Release air.
7. Spot 2nd and 3rd cars for dumping.

After going through steps to nullify the alertness device, leave
the throttle in idle position. If the throttle is moved out of idle
position after the alertness device has been nullified, the air will
set up on the train.

Engineers on coal empties out of Midwest Energy should not
restore the alertness device to normal operation on the engine
until the crew member advises the train has been released by
Midwest Energy.

After train has been released to Midwest Energy for unloading,
do not disembark while train is being moved by indexer. Wait
until train has stopped moving before disembarking.

Between Central Avenue and Superior East End—The
Manual Interlocking located at Soo Line crossing is controlled
by control operator at Stinson Yard. When necessary to get
signal for route call control operator from phone located near
Crossing.

Between Central Avenue and Soo Line crossing, on days
school is in session, between the hours of 0815 and 0900; 1125
and 1300; and 1525 and 1600 all trains must stop and flag over
grade crossing at John Avenue and 60th Street and pedestrian
crossing located about 100 feet west of grade crossing.

Gunn—Permission must be obtained from dispatcher before
operating electric lock switch at West Gunn to enter or leave
siding.

Seyton—Normal position of east switch to Potlatch spur, will be
lined for Potlatch spur.

Potlatch Industries - Ensure crossings signal lights are
functioning properly before any movement over County Road
63.

MP&L Plant, Cohasset—Normal position for inside switch of
MP&L wye will be for west leg of wye.

Gates installed on spur just south of MP&L access road
crossing manually operated by MP&L Security Department at
gate house.

Hard hats are required at MP&L and can be picked up at gate
house. Return hard hats to gate house prior to departing.
West leg of wye switch to the loop switch south of the coal
dumper shed: 12 MPH.

Cass Lake—Whistle signal Rule 5.8.2(11) must be sounded by
all trains over pedestrian footwalk, located 1600 feet east of
Highway 371.

Crossing must be cut immediately. When this crossing is
blocked by coupling train,

Trainmen must remain at the crossing to prevent pedestrians
from crossing through the cars.

Speed Test Boards—Engineers must test speed of their train
at following locations.

- Both directions between MP 87 to MP 86, between Island
and Swan River.
- Both directions between MP 18 to MP 17 between Chub
Lake to MP 15.9.
- Both directions MP 139 and MP 140 between Ball Club and
Schley.

Train and engine crews handling Canadian National Trains out
of Pokegema, receiving train consist with special handling code
CTC R-32791 restricting special dangerous cars to 35 MPH is
not applicable for traffic handled in the United States. There is
no speed restriction for these cars and normal track speed is
authorized.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following
speed restrictions apply:

Freight Trains 100 TOB and over—Do not exceed 40 MPH.

8. Line Segments

Terminal Line Segments

| Line Segment | Duluth | Limits |
|--------------|-------------------|-----------------------------------|
| 214 | Double Track | 21st Ave. W.—46th Ave. W. |
| 235 | Riverside Jct. | 72nd Ave. West— Riverside Jct. |
| 501 | Bridge Yard | 5th Ave. W—Garfield Ave. |
| 502 | Commerce Tracks | 5th Ave. W—15th Ave. W |
| 503 | Birch St. Yard | Garfield Ave.—Birch St. Yard |
| 504 | Rice's Point Yard | |
| 505 | Boston Yard | 39th—48th Ave. W |
| 508 | Mike's Yard | Main St.—72nd Ave. W |

Line Segment Superior Limits

| | | |
|-----|------------------|------------------------------|
| 509 | Belknap Yard | Amzoil |
| 510 | 17th St. Yard | Elevator Station-28th St. |
| 511 | 28th St. Yard | 28th St.—Central Ave. |
| 513 | Saunders Yard | Saunders Tower—Yard Board |
| 514 | East End Yard | 15th Ave. E—31st Ave. E |
| 516 | Allouez Yard | |
| 517 | Allouez Tac Yard | New Loop |

Yard Line Segments

Line Segment Limits

| | |
|-----|----------------|
| 519 | Cloquet |
| 527 | Cass Lake Yard |

Road Line Segments

Line Segment Limits

| | |
|-----|---------------------------|
| 27 | Central Ave.—Superior |
| 28 | Central Ave.—Winters St. |
| 233 | Central Ave.—Allouez |
| 234 | Berwind Jct.—LST&T Jct. |
| 235 | W Duluth—New Duluth |
| 505 | Rice's Point—Berwind Jct. |
| 28 | Superior to Boylston |

30 Boylston to Cass Lake

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|-----------------------------------|--------------------------|------------------|-----------------|
| 05001 Duluth | 7.8 east of Superior | | Both |
| Rices Point | 6.8 east of Superior | Yard | Both |
| Stateline - Stub Track | 9.1 east of Chub Lake | 5 | East |
| 05029 Alford | 3.8 east of chub Lake | 10 | East |
| Brookston Gravel Pit | 0.1 west of Brookston | 45 | Both |
| 05113 Seyton | 3.2 west of Grand Rapids | 40 | Both |
| 05116 Minn. Power & Light Spur | 0.4 west of Cohasset | 121 | Both |
| 05144 Bena | 12.9 west of Bali Club | 23 | West |
| 05273 International Falls | 172.1 west of Superior | Yard | Both |

| WEST WARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Mayville Subdivision BRANCH LINE STATIONS | | | Type of Oper. | Track Diagram | Miles to Next Stn. | EAST WARD ↑ |
|-------------------|----------------------------------|-----------------|--------------|---|---|--------------|---------------------|------------------|-----------------------------|-------------------|
| | | | | Rule 4.3 | | | | | | |
| | | 05322 | 129.6 | MAYVILLE JCT. | J | | | 12.6 | | |
| | | 06353 | 117.4 | NORTHWOOD | | TWC | | 8.5 | | |
| | | 56345 | 109.0 | HATTON | | | | | 6.5 | |
| | | 56338 | 120.4 | PORTLAND JCT | T | | | | 4.9 | |
| | | 56333 | 97.5 | MAYVILLE | | Rule 6.28 | | 32.5 | | |

Radio Channel No. 66 in service.

| Radio Call-In | |
|---|----------------|
| Larimore - 31(X) | Hatton - 46(X) |
| Emergency - Call 911 | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | |

Dispatcher Telephone Numbers—8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

Freight

Mayville Jct. to Mayville 25 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Bridge 28.9, Portland cars heavier than 134 tons 10 MPH.
Item 1A of the System Special Instructions applies between Portland Jct. and Portland.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Mayville Jct. to MP 97.0 143 tons
Portland to Portland Jct. 143 tons
MP 97.0 to Mayville 134 tons

35 ft ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives not permitted.

Six-axle derrick not permitted between MP 97 and Mayville

3. Type of Operation

TWC—in effect:

Mayville Jct. MP 129.6 to MP 97.9

4. General Code of Operating Rules Items

Rule 6.28—Between Portland Jct. and Portland, maximum speed 10 MPH between MP 97.9 and end of track Mayville.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions—None

8. Line Segments

Road Line Segments

Line Segment Limits

274 Portland—Portland Jct.
23 Mayville Jct. to Mayville

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|--------------------------------------|--------------------------|---------------|--------------|
| 56331 Mayville Pelleting Co Spur | 1.1 west of Mayville | 6 | West |
| Gormley Bean Co. | 1.2 west of Mayville | 13 | West |
| 56332 Occidental Agri Chemicals Spur | 1.0 west of Mayville | 9 | East |
| 56343 Hunter Commodity Spur | 0.8 west of Hatton | 8 | West |
| 56344 Olaf Bye & Sons Spur | 0.7 west of Hatton | 10 | West |
| 56360 Kempton | 6.3 west of Mayville Jct | 15 | East |
| 56428 Portland | 4.5 west of Portland Jct | 30 | Both |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Midway Subdivision MAIN LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|---------------------------------------|---------------|---------------|---------------|--------------------|---------------|
| | | | | Rule 4.3 | Type of Oper. | | | | |
| | | 00429 | 0.5 | SEVENTH ST | JY | 2MT CTC | | 0.6 | |
| | | | 1.4 | WESTMINSTER ST | JX(2)Y | | | 1.8 | |
| | | | 3.2 | DALE ST | XY | CTC | | 2.0 | |
| | | 00433 | 5.1 | MIDWAY | BXY | | | 1.9 | |
| | | 00435 | 7.0 | ST ANTHONY | JY | CTC | | 1.3 | |
| | | 00436 | 8.4 | UNION YARD | BX(2)Y | | | 1.3 | |
| | | 00437 | 9.5 | MPLS JCT | JTXY | 2MT CTC | | 0.8 | |
| | | | 10.2 | VAN BUREN ST | JXY | | | 1.9 | |
| | | | 11.7 | UNIVERSITY | JX(2)Y | CTC | | 0.7 | |
| | | | 12.4 | EAST 35TH AVE | JY | | | 12.3 | |

Radio Channel No. 70 in service for road crews between Seventh St. and East 35th Ave.

Radio Channel No. 15 -Authority channel West Hump Disp.

Radio Channel No. 76-Authority channel East Hump Disp.

Train Dispatchers' Telephone Numbers

St. Anthony to 7th St.—8-234-6417 - East Hump Dispatcher
 St. Anthony to East 35th Ave.—8-234-6401 - West Hump Dispatcher

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|------------------------------------|-----------|---------|
| Seventh St. to East 35th Ave. | 30 MPH. | 30 MPH. |
| Seventh St. to MP 7.1 | 30 MPH. | 30 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|--|---------|
| MP 7.1 to MP 9.5 | 20 MPH. |
| MP 9.5 to East 35th Ave. | 25 MPH. |
| Between East University & Van Buren St. on Yard Track (referred to as old main 2) | 20 MPH. |
| Park Jct. and St. Anthony on Minnesota Commercial connection over Kasota Ave. road crossing | 11 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|--|---------|
| All turnouts at St. Anthony | 12 MPH. |
| All turnouts located between East and West University | 12 MPH. |
| except the 05, 02 crossovers | 25 MPH. |
| All turnouts located between East and West 35th Avenue | 12 MPH. |
| except the 04 turnout | 25 MPH. |
| Through turnouts at following locations Seventh St.—end of double track Seventh St. dividing switch Seventh St. turnouts main tracks of St. Paul Subdivision | 30 MPH. |

1(D). Speed—Other

| | |
|---|---------|
| Minneapolis Jct. Wye tracks | 10 MPH. |
| Item 1A, All Subs., applies between East University and VanBuren St. on Yard Track (referred to as Old Main 2) | |

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

| | |
|--|----------|
| Maximum Gross Weight of Car 7th St. to East 35th Ave. | 143 tons |
| 35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted. | |

3. Type of Operation

Yard Limits—in effect:

Seventh St. to East 35th Ave. MP 12.4

CTC—in effect:

- 2 MT CTC - Seventh St. to St. Anthony
- CTC - St. Anthony to Van Buren
- 2 MT CTC - Van Buren to University

NRPC trains originating at Midway Station must obtain track warrants listing track bulletins in effect.

Track Warrants—Eastward train departing Northtown for LaCrosse and westward trains departing LaCrosse for Northtown will receive one track warrant with all of the applicable track bulletins for movement between LaCrosse and Northtown from the LaCrosse/St. Croix Dispatcher.

Control Point Not Shown as Station—

GN Jct.—MP 6.7 - MT 1

4. General Code of Operating Rules Items—None

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

St. Paul Terminal Area—Enginemen on trains, transfers and switch engines observe City Ordinance 2853 quoted below:

“It shall be unlawful to ring any bell on, or sound the whistle of, any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine.”

Minneapolis Terminal Area—City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

Handling 80 Feet or Longer Cars

Between Seventh St. and Westminster St.—Trains of 5800 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 5800 tons, except no restriction applies westbound if helper of twelve (12) axle or less employed.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

Between Seventh St. and St. Anthony—When trains are stopped on the descending grade, they must remain at stop point until the train brake system is completely recharged.

8. Line Segments

Terminal Line Segments—Minneapolis

| Line Segment | Limits |
|--------------|--|
| 467 | Northtown Yard Mississippi St.—University Ave. |
| 530 | Grove Yard Northtown Jct.—27th Ave. NE |
| 531 | Minneapolis Jct. University Ave.—Main St. NE—14 Ave. NE |
| | Yard |
| 533 | Lyndale Yard 3rd Ave. S—1st St. N—Highway 100 |
| 534 | Union Yard 14 Ave. SE—Raymond Ave. |
| 535 | East Minneapolis ... University Ave.—Talmage Ave. |

Terminal Line Segments—St. Paul

| Line Segment | Yard | Limits |
|---------------------|--------------------------|-------------------------------|
| 540 | Midway Yard | Raymond Ave.-Lexington Ave. |
| 542 | Dale St. Shop | Lexington Ave.-Como Ave. |
| 546 | Daytons Bluff Yard | Oakland Tower-Mississippi St. |
| 547 | Stillwater (MN) Yd .. | Stillwater |

Road Line Segments

| Line Segment | Limits | Mileposts |
|---------------------|-------------------------------|------------------|
| 218 | E Minneapolis-M&D Jct. | 0.0 to 12.8 |
| 214 | M&D Jct. to Hugo | 9.8 to 16.0 |
| 22 | Seventh St. to St. Anthony | |
| 216 | St. Anthony to East 35th Ave. | |

9. **Locations Not Shown as Stations—None**

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Monticello Subdivision | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|------------------------|---|---------------|---------------|--------------------|---------------|
| | | | | BRANCH LINE STATIONS | | | | | |
| | | 03004 | 0.0 | LYNDALE JCT | J | TWC | | 1.7 | |
| | | 09001 | 1.7 | M W JCT | J | | | 3.4 | |
| | | 09005 | 5.1 | ROBBINSDALE | | | | 6.5 | |
| 4,730 | | 09011 | 11.6 | OSSEO | | | | 9.0 | |
| | | 09020 | 20.6 | ROGERS | | | | 6.3 | |
| | | 09027 | 26.9 | ALBERTVILLE | | | | 8.6 | |
| | | 09035 | 35.5 | MONTICELLO | | | | 35.5 | |

Radio Channel No. 15 -Authority channel West Hump Disp.

Dispatchers' Telephone Number—8-234-6401

1. Speed Regulations

1(A). Speed—Maximum

| | Freight |
|-----------------------------------|---------|
| Lyndale Jct. to Albertville | 25 MPH. |
| Albertville to Monticello | 10 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|------------------------|---------|
| MP 5.0 to MP 5.2 | 10 MPH. |
|------------------------|---------|

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

- Between absolute signals of interlocking located 0.9 miles west of Lyndale Jct. 12 MPH.
- Between absolute signals of interlocking located 1.3 miles west of Robbinsdale 10 MPH.
- On Georgia Pacific Spur between MP 10.0 to MP 11.0 between Robbinsdale & Osseo 5 MPH.
- Cars over: 134 tons:
 - Bridge 14.3 Osseo 10 MPH.
 - Bridge 23.3 Rogers 10 MPH.
- Item No. 1A—System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

- Maximum Gross Weight of Car**
- Lyndale Jct. to Monticello 143 tons
- 35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.
- Six-axle locomotives not permitted.

3. Type of Operation

TWC Instructions—Maintenance of Way—Track Warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. General Code of Operating Rules Items

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Automatic Interlockings Not Indicated at Station
CP crossing 1.3 miles west of Robbinsdale. (Crystal)

Railroad crossing at grade protected by stop sign or gate—
CP crossing 0.9 miles west of Lyndale Jct. All trains must approach this crossing prepared to stop short of conflicting movements.

Between Monticello and Northern States Power Company Spur—Track is considered industrial track. Rule 6.28 applies. Maximum speed 10 MPH.

Between Osseo and Monticello—Between MP 12.0 to MP 27.0 when approaching crossings protected by gates or signals, it must be known by crews of trains and/or engines that signals are activated before proceeding over crossing. Flashing amber lights at these locations indicate signals or gates are activated.

Osseo—On Barton Lead Track—Flag protection must be provided while switching over 89th Avenue crossing.

Minneapolis Terminal Area—City ordinance of Minneapolis prohibits unnecessary use of the engine whistle.

Exempt Crossings—All grade crossings west of Hwy 19 crossing at Albertville are exempt crossings. All movements over these crossings must provide protection against all vehicular traffic.

8. Line Segments

Road Line Segments

Line Segment Limits

202 Lyndale Jct. to Monticello

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|--|------------------------|---------------|--------------|
| 09009 Bell Cold Storage | 2.5 east of Osseo | 11 | East |
| 09011 Navarre | 2.7 east of Osseo | 5 | West |
| 09013 North Star Concrete Co Spur | 0.9 west of Osseo | 14 | West |
| 09018 Hennepin Coop Feed Exchange Spur | 2.0 east of Rogers | 6 | East |
| 09020 Ultra Pack | 0.8 west of Rogers | 2 | East |
| 09021 K&K Mfg Co Spur | 0.1 west of Rogers | 7 | West |
| 09022 Rogers Hdwe & Lbr Co | 0.3 west of Rogers | 7 | East |
| 09038 Northern States Power Co Spur | 3.0 west of Monticello | 20 | East |

| Length of Siding (Feet) | Station Nos. | Mile Post | Noyes Subdivision MAIN LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. |
|-------------------------|--------------|-----------|---|-----|---------------|---------------|--------------------|
| | | | Rule 4.3 | | | | |
| | | 0.0 | NORTH CROOKSTON JCT | JTR | TWC | | 12.7 |
| | 09301 | 12.7 | EUCLID | | | | 8.2 |
| | 09309 | 20.9 | ANGUS | | | | 8.4 |
| | 09317 | 29.3 | WARREN | A | | | 9.8 |
| | 09327 | 39.1 | ARGYLE | | | | 8.4 |
| | 09335 | 47.5 | STEPHEN | | | | 8.6 |
| | 09344 | 56.1 | DONALDSON | | | | 4.8 |
| | 09349 | 60.9 | KENNEDY | | | | 9.2 |
| | 09358 | 70.1 | HALLOCK | | | | 12.2 |
| | 09370 | 82.3 | HUMBOLDT | | | | 8.2 |
| | 09378 | 90.5 | NOYES | BJ | Rule 6.28 | 90.5 | |

Radio Channel No. 85 in service.

| Radio Call-In | | |
|---|----------------|-----------------|
| North Crookston - 75(X) | Warren - 76(X) | Hallock - 78(X) |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | | |

Dispatchers' Telephone Numbers—8-234-6409, 1-800-382-7785

1. Speed Regulations

1(A). Speed—Maximum

North Crookston Jct. to Noyes **Freight** 35 MPH.

1(B). Speed—Permanent Restrictions

MP 88.5 to MP 90.5 10 MPH.
 East and West leg of wye track 10 MPH.
 MP 9.9 to MP 15.7 25 MPH.
 MP 55.7 to MP 73.5 25 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Bridge MP 63.1 (North of Emerson Station) 10 MPH
 Item 1A of the System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

North Crookston Jct. to Noyes 143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

Restricted Limits—in effect

MP 0.0 to MP 1.0

TWC—in effect:

MP 1.0, North Crookston to MP 88.5 Noyes.

4. General Code of Operating Rules Items

Rule 6.28—in effect:

MP 88.5 to MP 90.5.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Stephen—Crossing signals must be activated on siding prior to occupying crossing.

Wye Switch MP 0.5—Normal position of wye switch is lined and locked for movement to North Crookston Jct.

Speed Test Boards—Engineers shall test speed of their trains at following locations:

Eastward and Westward trains—MP 80.0 to MP 79.0.

8. Line Segments

Yard Line Segments

Line Segment Limits

227 Portage—Midland Jct.—Winnipeg

Road Line Segments

Line Segment Limits

245 North Crookston Jct. to Noyes

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|--|---------------------------------|---------------|--------------|
| 09289 Agricultural Exp Spur | 0.2 west of North Crookston Jct | 15 | East |
| 09316 Fertilizer Spur | 0.5 east of Warren | 7 | East |
| Industrial Site Spur | 1.1 east of Stephen | 15 | East |
| 09350 S.P Lopoma Potato Warehouse Spur | 0.7 west of Kennedy | 52 | East |
| Agsgo Dist Inc | 0.8 east of Hallock | 7 | East |
| 09357 George Weleski Spur | 0.7 east of Hallock | 7 | East |
| 09364 Hill Siding | 7.0 west of Hallock | 16 | East |
| 09376 St Vincent | 1.8 east of Noyes | 13 | Both |

| W EST WARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | P Line Subdivision BRANCH LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. | ↑ E AS T W A R D |
|-----------------------|----------------------------------|-----------------|--------------|---|--------------|---------------------|------------------|-----------------------------|---------------------------------------|
| | | | | Rule 4.3 | Rule 6.28 | | | | |
| | | 00676 | 0.0 | MOORHEAD | J | | | 8.6 | |
| | | 56008 | 8.0 | KRAGNES | | | | 6.8 | |
| | | 56015 | 14.8 | GEORGETOWN | | | | 6.6 | |
| | | 56022 | 21.6 | PERLEY | | | | 22.0 | |

Radio Channel No. 85 in service.

| Radio Call-In | |
|--|------------------|
| Halstad - 74(X) | M.N. Jct - 75(X) |
| Emergency - Call 911 | |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 | |

Dispatcher Telephone Numbers—8-234-6409, 1-800-382-7785

1. Speed Regulations

1(A). Speed—Maximum

Moorhead to MP 21.0 **Freight** 10 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Item 1A of the System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Moorhead to Perley 134 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks not permitted.

3. Type of Operation—None

4. General Code of Operating Rules Items

Rule 6.28—in effect: Moorhead and MP 21.0.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Moorhead Jct. to MP 3.6 East of Kragnes and Dilworth Terminal

- A. Defined Terminal—Shall be all yard tracks and main tracks between:
- KO Sub Eastbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.
Westbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.
 - Hillsboro Sub From MP 27.9 West of Dakota Jct. to MP 24.2 at Fargo Yard office on Dakota Main.
 - Prosper Sub From MP 41.3 East of South Moorhead to MP 3.9 JY Jct. Also includes JY connecting track and the Dakota connecting track.
 - P-Line Sub From Moorhead to MP 3.6 East of Kragnes.

All trains and engines must get verbal permission from the Dilworth control operator to enter yard limits.

B. Radio

When using 97 channel radio, the following channels are in service:

- Radio Channel No. 85

When working, approaching or traveling on main tracks all employees will utilize Road Channel No. 70

All other movements or work other than Main track will utilize Yard Channel No. 20.

C. Train Inspection

Dilworth/Fargo—Roll-by inspection required of departing trains at speed not exceeding 20 MPH. Unless otherwise provided inbound train crew will make inspection of departing train.

Bingham—Eastward trains must contact Dilworth yardmaster to obtain route instructions.

8. Line Segments

Road Line Segments

Line Segment Limits

247 Moorhead to Perley

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|---------------|----------------------|---------------|--------------|
| 56002 Bingham | 1.8 west of Moorhead | 200 | Both |

| Length of Siding (Feet) | Station Nos. | Mile Post | Prosper Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. |
|-------------------------|--------------|--------------------|--|-----|----------|---------------|---------------|--------------------|
| | | | | | | | | |
| 5,966 | | 41.3 | SOUTH MOORHEAD | Y | | ABS | 1.5 | |
| | | 21.4X | OTV JCT | MJY | | | 0.2 | |
| 00675 | 21.6X | MOORHEAD JCT | MJXY | | | | 1.8 | |
| 00678 | 23.4X | FARGO PSGR STATION | Y | | | | 0.1 | |
| 00679 | 0.9 24.2X | FARGO YARD OFFICE | MJTX | | | | 3.8 | |
| | | 3.9 | JY JCT | MJY | | | 7.5 | |
| 56111 | 12.4 | PROSPER | | | | | 10.4 | |
| 00707 | 22.8 | VANCE | JT | | | | 6.1 | |
| 3,546 | 00713 | 28.9 | MASON | | | | 3.1 | |
| | 00716 | 32.0 | ERIE JCT | J | | | 8.9 | |
| | 00724 | 40.8 | WARWICK JCT | J | | 0.2 | | |
| | 00724 | 41.0 | NOLAN | J | CTC | 43.6 | | |

Radio Channel No. 70 in service.

| |
|--|
| Radio Call-In |
| Nolan - 23(X) |
| Emergency - Call 911 |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 |

Dispatchers' Telephone Number—8-234-6406

1. Speed Regulations

1(A). Speed—Maximum

| | |
|-------------------------------|----------------|
| | Freight |
| South Moorhead to Nolan | 49 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|--|---------|
| MP 41.1 to MP 42.3 | 40 MPH. |
| MP 42.3 to MP 3.9 JY Jct. | 25 MPH. |
| MP 3.9 JY Jct. to MP 23.0, Vance | 40 MPH. |
| Westward trains Distant Signal, MP 39.6 (HE only) | 35 MPH. |
| MP 42.6 Connecting track, KO Subdivision, to Eastward track Moorhead Jct. | 10 MPH. |
| MP 3.9 to West Fargo (JY Jct.) | 25 MPH. |
| Vance and Amenia | 10 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|--|---------|
| Nolan—Thru No. 20 turnout located at MP 40.9 | 35 MPH. |
| MP 3.9 turnout JY Jct. | 25 MPH. |
| MP 0.9 turnout Fargo Yard Office | 25 MPH. |

1(D). Speed—Other

| | |
|---|---------|
| Mason—siding | 10 MPH. |
| Item 1(A) of the System Special Instructions applies between MP 4.5 JY Jct. to MP 22.8 Vance. | |

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

| | |
|------------------------------------|----------|
| Maximum Gross Weight of Car | |
| South Moorhead to Nolan | 143 tons |
| Amenia to Vance | 143 tons |

3. Type of Operation

TWC—in effect: between MP 3.9 JY Jct. to MP 40.9 Nolan.

OCS—in effect:

South Moorhead and JY Jct. Trains and engines may enter or occupy the main track on controlled signal indication after receiving verbal permission to enter yard limits from Dilworth

control operator. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from Dilworth control operator.

Yard limits—in effect:

MP 41.3 South Moorhead to MP 3.9 JY Jct.

4. General Code of Operating Rules Items

Rule 6.28—in effect:

Dakota Jct., Prosper Jct. Switch and Coal Connecting Track, maximum speed 10 MPH.
Between Vance and Amenia.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations:
MP 32.0 - Recall Code 238

6. FRA Excepted Track—None

7. Special Conditions

Moorhead Jct., Moorhead, Fargo Yard Office and JY Jct., Dilworth Terminal

A. Defined Terminal—Shall be all yard tracks and main tracks between:

KO Sub Eastbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.
Westbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.

Hillsboro Sub From MP 27.9 West of Dakota Jct. to MP 24.2 at Fargo Yard office on Dakota Main.

Prosper Sub From MP 41.3 East of South Moorhead to MP 3.9 JY Jct. Also includes JY Jct. connecting track and the Dakota Jct. connecting track.

P-Line Sub From Moorhead to MP 3.6 East of Kragnes.

All trains and engines must get verbal permission from the Dilworth control operator to enter yard limits.

B. Occupancy Control System

In the Dilworth/Fargo Terminal, Occupancy Control System (OCS in effect between:

East Dilworth (MP 250.3) and West Fargo (MP 13.0) on the KO Subdivision, South Moorhead (MP 41.3) and JY Jct. (MP 3.9 on the Prosper Subdivision, and JY Jct. (MP 3.9) and West Fargo on the Prosper Subdivision.

All main track movements within yard limits will be controlled by the Dilworth Control Operator. All yard track movements (other than main track) in the Dilworth/Fargo terminal will be controlled by the Dilworth Yardmaster.

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Middle Dilworth
- Eastbound Yard Lead (MP 5.2 on EWD, KO Sub)
- Moorhead Jct.
- West Fargo
- South Moorhead
- Fargo Yard Office
- JY Jct.
- OTV Jct.

Trains and engines must get verbal authority from the Dilworth Control Operator to pass any signal displaying a Stop indication. OCS does not relieve train and engine crews from compliance with GCOR 9.17. OCS does not permit trains or engines to occupy the main track within interlocking limits.

Maintenance of Way must obtain an OCS authority from the Dilworth Control Operator before occupying or fouling the main track within OCS limits or a Form B in effect. Maintenance of Way in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way to occupy or foul the main track within a manual interlocking (East Dilworth, Watts, Moorhead Jct., OTV Jct., West Fargo, JY Jct., and Fargo Yard Office) they must get separate OCS that specifically authorizes them to occupy the main track within the limits of that interlocking or a Form B in effect.

All employees and train crews receiving on OCS must report to the Dilworth Control Operator when they are clear of the OCS limits and include the following information:

- OCS number
- Name of employee or engine number of train
- Limits that were permitted
- Time OCS reported clear.

C. Radio

When using 97 channel radio, the following channels are in service:

Dilworth Yard Channel No. 20

KO Sub Road Channel No. 70

When working, approaching or traveling on main tracks all employees will utilize Road Channel No. 70.

All other movements or work other than Main track will utilize Yard Channel No. 20.

D. Train Inspection

Dilworth/Fargo—Roll-by inspection required of departing trains at speed not exceeding 20 MPH. Unless otherwise provided inbound train crew will make inspection of departing train.

E. Connecting Tracks

Between West Fargo MP 12.8 on KO Subdivision and JY Jct. MP 3.9 on Prosper Subdivision, JY Jct. connecting is considered signaled main track in yard limits, maximum speed 25 MPH.

Speed Test Boards—Engineers shall test speed of their trains passing following locations:

Westward trains, between MP 10.7 to MP 11.7, between JY Jct. and Nolan.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:

Trains over 100 TOB 40 MPH.

Protect open switch in effect on this subdivision.

8. Line Segments

Road Line Segments

Line Segment Limits

23 Amenia—Vance

288 South Moorhead to Moorhead Jct.

220 Moorhead Jct. to Fargo Psgr Station

34 Fargo Psgr Station to Nolan

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|-------------------|-------------------|---------------|--------------|
| 00705 Amenia Spur | 2.1 east of Vance | 106 | Both |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Rockford Subdivision | | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|-----------|----------------------|----------|---------------|--------------------|---------------|
| | | | | BRANCH LINE STATIONS | Rule 4.3 | | | |
| | | 00086 | 0.2 | FLAG ENTER | JTR | | 4.2 | |
| | 2,950 | 71205 | 4.8 | KINGS | | | 7.6 | |
| | | 71211 | 11.7 | DAVIS JCT | A | | 11.7 | |
| | | 71223 | 23.5 | ROCKFORD | MR | | 23.5 | |

Radio Channel No. 70 in service.

| |
|--|
| Radio Call-In |
| Flag Center - 31(X) |
| Emergency - Call 911 |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 |

Dispatchers' Phone Numbers—(817) 234-6022, Fax (817) 234-6058

1. Speed Regulations

1(A). Speed—Maximum

| | |
|-------------------------------|--------------------|
| Flag Center to Rockford | Freight 25 MPH. |
|-------------------------------|--------------------|

1(B). Speed—Permanent Restrictions

| | |
|--------------------------|---------|
| MP 2.0 to MP 11.7 | 25 MPH. |
| MP 11.7 to MP 23.8 | 10 MPH. |

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

| | |
|--|---------|
| Wye track at Flag Center | 10 MPH. |
| MP 11.8 Davis Jct.—Locomotive or leading car of train crossing Highway 72 | 10 MPH. |
| Main Street (MP 23.50) | 5 MPH. |
| Bridge 23.37 cars greater than 131.5 tons | 10 MPH. |

Item 1(A) of System Special Instructions apply.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Flag Center to Rockford 143 tons
 35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.
 Six-axle locomotives and six-axle derricks not permitted.

3. Type of Operation

Restricted Limits—in effect:
 Flag Center MP 0.0 to MP 2.0
 Rockford MP 17.0 to MP 23.8

TWC—in effect:
 MP 2.0 to MP 17.0.

4. General Code of Operating Rules Items

Rule 5.4.4—In effect on this Subdivision.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Between Camp Grant and CCP crossing—Automatic signals located at MP 21.4 and MP 21.8 govern westward train and engine movements, also at MP 22.0 and MP 22.5 govern eastward train and engine movement approaching and passing over electric locked switches at MP 21.9. These signals are not part of an automatic block, CTC or interlocking system.

When signal at MP 21.8 displays a red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 22.0. When signal at MP 22.0 displays a red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 21.8. When green aspect is displayed by signal 21.8 or MP 22.0 train or engine may proceed.

When signals at MP 21.4 and 22.5 display a yellow aspect trains or engines may proceed prepared to stop before any part of train or engine passes next signal.

Rockford—When movement is made over Winnebago Street on the UPRR a crew member must be in position on ground at crossing to warn traffic until the crossing is occupied by train, engine or cars.

Rockford—CCP Interlocking—CCP manual interlocking is controlled by the CCP dispatcher. If signal fails to clear, contact CCP dispatcher or the BNSF C&I dispatcher.

In the state of Illinois, the last paragraph of Rule 6.32.4 of the General Code of Operating Rules is changed to read:
 When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

Manual Interlocking Not Controlled by BNSF

Rockford—controlled by CCP Rail

Behr Iron & Steel—When switching Behr Iron & Steel, west yard crossing protection at Seminary St. must be manually activated and de-activated using the switch located on the signal bungalow on the east side of crossing and/or on the gate post on the west side of crossing.

8. Line Segments

Yard Line Segment

816 Rockford

Road Line Segment

63 Flag Center to Rockford

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|------------------|-----------------------|---------------|--------------|
| 71219 Camp Grant | 18.9 from Flag Center | 72 | Both |

| WESTWARD | Length of Siding (Feet) | Station Nos. | Mile Post | Rolla Subdivision BRANCH LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD |
|----------|-------------------------|--------------|-----------|---|-----------|---------------|---------------|--------------------|----------|
| | | | | Rule 4.3 | Rule 6.28 | | | | |
| | | 05402 | 0.0 | CHURCHES FERRY | JRT | Rule 6.28 | | 15.4 | |
| | | 58015 | 15.3 | CANDO | | | | 12.5 | |
| | | 58028 | 28.0 | BISBEE | U | TWC | | 7.3 | |
| | | 58035 | 35.0 | PERTH | | | | 12.2 | |
| | | 58047 | 47.3 | ROLLA | | Rule 6.28 | | 47.4 | |

Radio Channel No. 66 in service.

| | |
|---|--|
| Radio Call-In | |
| Churches Ferry-10(X) | |
| Emergency - Call 911 | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | |

Dispatchers' Telephone Number—8-234-6421, 1-800-382-7809

| WESTWARD | Length of Siding (Feet) | Station Nos. | Mile Post | Westhope Subdivision BRANCH LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD |
|----------|-------------------------|--------------|-----------|--|-----------|---------------|---------------|--------------------|----------|
| | | | | Rule 4.3 | Rule 6.28 | | | | |
| | | 05441 | 0.0 | RUGBY | JT | Rule 6.28 | | 12.8 | |
| | | 58213 | 12.5 | BARTON | | | | 8.4 | |
| | | 58221 | 21.0 | WILLOW CITY | U | TWC | | 16.9 | |
| | | 58238 | 37.9 | BOTTINEAU | | | | 13.0 | |
| | | 58251 | 50.9 | SOURIS | | | | 16.1 | |
| | | 58267 | 67.0 | WESTHOPE | | Rule 6.28 | | 67.2 | |

Radio Channel No. 66 in service.

| | |
|---|-----------------|
| Radio Call-In | |
| Rugby-09(X) | Bottineau-13(X) |
| Emergency - Call 911 | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | |

Dispatchers' Telephone Number—8-234-6421, 1-800-382-7809

| WESTWARD | Length of Siding (Feet) | Station Nos. | Mile Post | Granville Subdivision BRANCH LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD |
|----------|-------------------------|--------------|-----------|---|-----------|---------------|---------------|--------------------|----------|
| | | | | Rule 4.3 | Rule 6.28 | | | | |
| | | 05481 | 0.0 | GRANVILLE | JT | Rule 6.28 | | 13.0 | |
| | | 58413 | 12.9 | DEERING | | | | 11.5 | |
| | | 58424 | 24.3 | GLENBURN | | TWC | | 10.8 | |
| | | 58435 | 35.1 | LANSFORD | U | | | 11.1 | |
| | | 58446 | 46.2 | MOHALL | | Rule 6.28 | | 46.4 | |

Radio Channel No. 66 in service.

| | |
|---|--|
| Radio Call-In | |
| Granville-07(X) | |
| Emergency - Call 911 | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | |

Dispatchers' Telephone Number—8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

| | Freight |
|-------------------------|---------|
| Churches Ferry to Perth | 25 MPH. |
| Perth to Rolla | 10 MPH. |
| Rugby to Bottineau | 30 MPH. |
| MP 37.7 to MP 39.0 | 10 MPH. |
| MP 39.0 to Westhope | 25 MPH. |
| Granville to Mohall | 10 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|---|---------|
| MP 28.4 NPRR Diamond - Westhope Subdivision | 10 MPH. |
|---|---------|

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Item 1A of the System Special Instructions applies on these subdivisions.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

35-ft. ore cars (BN 99000-99949, BN 98000-98189 & BNSF 601090-601179) not permitted.
Six-axle locomotives and six-axle derricks not permitted.

Rolla Sub

| | |
|-------------------------|------------|
| Churches Ferry to Perth | 134 tons |
| Perth to Rolla | 131.5 tons |

Westhope Sub

| | |
|----------------------|------------|
| Rugby to Bottineau | 143 tons |
| Bottineau to MP 63.0 | 134 tons |
| MP 63.0 to Westhope | 131.5 tons |

Granville Sub

| | |
|----------------------|------------|
| Granville to MP 48.0 | 131.5 tons |
|----------------------|------------|

3. Type of Operation

TWC—in effect:

Rolla Sub - MP 1.0 to MP 46.4
Westhope Sub - MP 1.0 to MP 66.8
Granville Sub - MP 1.0 to MP 45.4

Restricted Limits—in effect:

MP 0.0 to MP 1.0 between Churches Ferry and Cando.

4. General Code of Operating Rules Items

Rule 6.28—in effect:

MP 0.0 to MP 1.0 (Both legs of Wye) and MP 46.4 to MP 47.3 Rolla Subdivision.
MP 0.0 to MP 1.0 (Both legs of wye) and MP 66.8 to MP 67.7 Westhope Subdivision.
MP 0.0 to MP 1.0 (Both legs of wye) and MP 45.4 to MP 48.0 Granville Subdivision.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

Between Granville and Mohall—FRA excepted track—See GCOR Rule 6.12.

7. Special Conditions

Churches Ferry, Rugby, and Granville—Normal position of north wye switch is for west leg of wye.

Railroad Crossings Not Indicated at Station

NPRR Crossing Bisbee (Rolla Subdiv.)
NPRR Crossing 7.4 miles west of Willow City (Westhope Subdiv.)

8. Line Segments

Road Line Segments

Line Segment Limits

- 267Churchs Ferry to Rolla
- 269 Rugby to Westhope
- 271 Granville to Mohall

9. Locations not Shown as Stations

| Name | Miles-Location | Capacity Cars | Switch Opens |
|-------------|------------------------------|------------------|-----------------|
| 58007 Maza | 7.1 west of Churchs Ferry | 28 | Both |
| 58262 Landa | West of Souns | 40 | Both |

| W EST WARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Sarles Subdivision BRANCH LINE STATIONS | | Rule 4.3 | Type of Oper. Rule 6.28 | Track Diagram | Miles to Next Stn. | ↑ E AS T WARD |
|-----------------------|----------------------------------|-----------------|--------------|---|----|-------------|-------------------------------------|------------------|-----------------------------|---------------------------|
| | | | | | | | | | | |
| | | 05359 | 0.0 | LAKOTA | JT | | | | 12.0 | |
| | | 55812 | 12.0 | BROCKET | | | | | 6.3 | |
| | | 55818 | 18.3 | LAWTON | | | | | 8.7 | |
| | | 55827 | 27.0 | EDMORE | | | | | 12.7 | |
| | | 55840 | 39.7 | HAMPDEN | | TWC | | | 12.4 | |
| | | 55852 | 52.1 | MUNICH | | | | | 7.4 | |
| | | 55860 | 59.5 | CLYDE | | | | | 6.0 | |
| | | 55866 | 65.5 | CALVIN | | | | | 6.9 | |
| | | 55872 | 72.4 | SARLES | T | | Rule 6.28 | | 72.4 | |

Radio Channel No. 66 in service.

| Radio Call-In | |
|--|-----------------|
| Lakota - 18(X) | Hampden - 32(X) |
| Emergency - Call 911 | |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 | |

Dispatchers' Telephone Numbers—8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

Lakota to Sarles **Freight**
25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.4 10 MPH.
MP 58.0 to MP 66.0 10 MPH.
MP 57.8, Clyde to MP 73.0, Sarles,
trains handling loaded cars 10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Item 1A of the System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Lakota to Sarles 134 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks heavier than 175 tons not permitted between MP 0.0 to MP 2.5 and on wye at Lakota.

3. Type of Operation

TWC—in effect:
MP 1.0 (Lakota) to MP 71.9 Sarles

4. General Code of Operating Rules Items

Rule 6.28—in effect:
Between MP 0.0 and MP 1.0
Between MP 71.9 and MP 72.9, Sarles

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Railroad Crossings Not Indicated at Station
NPRR Crossing 3.7 miles east of Brocket.
NPRR Crossing 3.8 miles east of Munich.

8. Line Segments

Road Line Segments
Line Segments Limits
279 Lakota to Sarles

9. Locations Not Shown as Stations—None

| Length of Siding (Feet) | Station Nos. | Mile Post | Staples Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Track Diagram | Miles to Next Stn. |
|-------------------------|--------------|----------------|--|----------|---------------|---------------|--------------------|
| | | | | | | | |
| | 00441 | 13.9 | NORTHTOWN | BTY | 2MT CTC | | 1.8 |
| | 00442 | 15.5 | INTERSTATE | X(2)Y | | | 5.7 |
| | 00448 | 21.1 | COOK CREEK | JX(2) | DT TWC ABS | | 5.7 |
| | 00453 | 26.8 | ANOKA | X | | | 11.8 |
| | 00465 | 38.6 | ELK RIVER | X | CTC | | 8.4 |
| | 00475 | 47.0 | BIG LAKE | | | | 10.5 |
| 9,150 | 00482 | 57.5 | BECKER | | 2MT CTC | | 5.2 |
| | 00490 | 62.7 | CLEAR LAKE | | | | 3.3 |
| | | 66.0 | MP 66 | X(2) | CTC | | 7.9 |
| | 00502 | 73.9 | ST CLOUD | JTX(2) | | | 4.4 |
| E7,207 | 00506 | 78.4 | SARTELL | X | DT TWC ABS | | 9.9 |
| | 00516 | 88.7 | RICE | X | | | 14.7 |
| | 00531 | 103.3 | GREGORY | | CTC | | 2.8 |
| 10,725 | 00533 | 106.0 | LITTLE FALLS | T | | | 4.4 |
| 11,618 | 00538 | 110.8 | DARLING | | CTC | | 5.8 |
| 11,813 | 00544 | 116.6 | RANDALL | | | | 11.0 |
| 11,878 | 00555 | 127.8 | LINCOLN | | 2MT CTC | | 6.2 |
| | 00561 | 134.0 | PHILBROOK | | | | 6.3 |
| | 00567 | 140.0 148.0 | STAPLES | BJTX(2) | 2MT CTC | | 2.1 |
| | | 150.1 | WEST STAPLES | X(2) | | | 8.9 |
| | 00578 | 159.0 | VERNDALE | | DT TWC ABS | | 6.7 |
| | 00585 | 165.6 | WADENA | X(2) | | | 12.9 |
| | 00598 | 178.5 | NEW YORK MILLS | X | CTC | | 10.8 |
| | 00608 | 189.3 | PERHAM | X | | | 20.8 |
| | 00629 | 210.1 | DETROIT LAKES | AX | 2MT CTC | | 3.4 |
| | 00632 | 213.6 | RICHARDS SPUR | X(2) | | | 3.6 |
| | 00636 | 217.2 | AUDUBON | | CTC | | 5.6 |
| | 00642 | 222.0 | LAKE PARK | X | | | 7.8 |
| | 00650 | 230.6 | MANITOBA JCT | JTX | 2MT CTC | | 3.8 |
| | 00653 | 234.4 | HAWLEY | X(2) | | | 14.5 |
| | 00668 | 248.8 | GLYNDON | JX | CTC | | 1.4 |
| | 00670 | 250.3 | EAST DILWORTH | XY | | | 228.1 |

Radio Channel No. 87 in service Staples to East Dilworth.

Radio Channel No. 85 in service Coon Creek to Staples.

Radio Channel No. 70 in service for St Cloud.

| Radio Call-In | | |
|--|------------------|-----------------|
| Elk River - 26(X) | St Cloud - 27(X) | Staples - 24(X) |
| Perham - 29(X) | Hawley - 30(X) | |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 | | |

Dispatchers' Telephone Numbers

Staples West— 0800-1600 Mon. thru Fri.—8-234-6422
 Staples East and all other times—8-234-6402

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|--|-----------|---------|
| Northtown to East Dilworth | 79 MPH. | 60 MPH. |
| Against the current of traffic on double track | 59 MPH. | 49 MPH. |

1(B). Speed—Permanent Restrictions

| | | |
|----------------------------|---------|---------|
| MP 13.9 to MP 15.5 | 60 MPH. | 45 MPH. |
| MP 21.1 to MP 28.2 | 75 MPH. | |
| MP 28.2 to MP 37.3 | 79 MPH. | |
| MP 37.3 to MP 128.4 | 75 MPH. | |
| MP 128.4 to MP 139.7 | 79 MPH. | |
| MP 139.7 to MP 228.1 | 75 MPH. | |
| MP 228.1 to MP 229.7 | 70 MPH. | |
| MP 239.7 to MP 236.1 | 75 MPH. | |
| MP 236.1 to MP 248.1 | 79 MPH. | |
| MP 248.1 to MP 250.3 | 75 MPH. | |
| At MP 250.3 | 75 MPH. | |
| MP 46.9 to MP 47.1 | 40 MPH. | 40 MPH. |
| MP 57.3 to MP 57.5 | 40 MPH. | 40 MPH. |
| MP 73.0 to MP 73.5 | 60 MPH. | |
| MP 73.5 to MP 78.5 | 70 MPH. | 60 MPH. |

Becker—From NSP main line switch to

| | | |
|--|---------|---------|
| dumper building and from dumper building to main line switch | 12 MPH. | 12 MPH. |
| MP 105.3 to MP 106.3 | 30 MPH. | 30 MPH. |
| MP 106.3 to MP 107.0 | 50 MPH. | 50 MPH. |
| MP 148.1 to MP 139.7 Eastbound | 25 MPH. | 25 MPH. |
| MP 139.7 to MP 148.1 Westbound | 25 MPH. | 25 MPH. |
| MP 187.4 to MP 187.2 Eastbound | 55 MPH. | 55 MPH. |
| MP 201.1 to MP 199.5 Eastbound | 55 MPH. | 55 MPH. |
| MP 208.4 to MP 208.0 Eastbound | 55 MPH. | 55 MPH. |
| MP 224.4 to MP 221.6 Eastbound | 50 MPH. | 50 MPH. |
| MP 228.1 to MP 229.7 Westbound | 70 MPH. | |
| MP 229.7 to MP 228.1 Eastbound | 60 MPH. | |
| MP 234.5 to MP 234.0 Eastbound | 60 MPH. | |
| MP 187.2 to MP 187.4 Westbound | 60 MPH. | |
| MP 199.5 to MP 201.1 Westbound | 60 MPH. | |
| MP 208.0 to MP 208.4 Westbound | 60 MPH. | |
| MP 221.6 to MP 224.4 Westbound | 60 MPH. | |

Detroit Lakes over Lake Street and Washington

| | | |
|--|---------|---------|
| Avenue crossings | 50 MPH. | 50 MPH. |
| Detroit Lakes over CP crossing at MP 210.9 | 40 MPH. | 40 MPH. |
| Detroit Lakes—trains over 100 TOB over CP crossing at MP 210.9 | 30 MPH. | |
| Detroit Lakes on CP transfer | 5 MPH. | |
| Richards Spur Industry Track MP 213.6 | 10 MPH. | |

1(C). Speed—Switches and Turnouts

| | |
|--|---------|
| MP 21.0—Coon Creek through both crossovers | 35 MPH. |
| MP 15.5 thru turnout end of double track | 35 MPH. |
| Through No. 20 Turnouts at following locations | 35 MPH. |
| Becker—Main track switches to NSP Spur MP 66 | |
| St. Cloud—Westpower Crossover MP 73.8 | 35 MPH. |
| Gregory—End of Double Track | |
| Philbrook—Two Main Track CTC | |
| No. 20 turnout at MP 250.2 | 35 MPH. |
| Little Falls siding—loaded Unit trains | 10 MPH. |
| On controlled sidings and turnouts at Little Falls, Darling, Randall and Lincoln | 25 MPH. |
| Through No. 20 crossover at the following locations: | |
| Staples MP 150.1 | 35 MPH. |
| Wadena MP 165.3 | 35 MPH. |
| Richards Spur MP 213.5 | 35 MPH. |
| Hawley MP 233.8 | 35 MPH. |

1(D). Speed—Other

| Head end speed restrictions for eastward freight trains: | Up to 100 TOB | Over 100 TOB |
|--|---------------|--------------|
| Eastward approach signal 23.0 at Coon Creek | 55 MPH. | |
| Eastward approach signal 41.2 at Elk River | 55 MPH. | |
| Signal 104.8 between Little Falls and Gregory | 55 MPH. | |
| Signal 106.0 East end Little Falls | 40 MPH. | 30 MPH. |
| Signal 120.4 between Lincoln and Randall | 55 MPH. | |
| Head end speed restriction for westward freight trains: | | |
| Signal 104.7 between Gregory and Little Falls | 40 MPH. | 30 MPH. |
| Signal 125.1 between Randall and Lincoln | 50 MPH. | |
| Signal 132.5 between Lincoln and Philbrook .. | 55 MPH. | |

Item 1A, All Subdivisions, applies between Little Falls and Philbrook on CTC sidings at Little Falls, Darling, Randall and Lincoln.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

| | |
|-----------------------------------|------------|
| Northtown to East Dilworth | 143 tons |
| St Cloud to Collegeville | 134 tons |
| St Cloud to Cold Springs | 143 tons |
| Manitoba Jct. to Ulen | 143 tons |
| Glyndon to Felton | 134 tons |
| Little Falls to Camp Ripley | 131.5 tons |

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) may operate only between Northtown and East Dilworth.

Six-axle locomotives not permitted on following tracks:

- Anoka—all Spur Tracks
- Big Lake—all Spur Tracks
- Clear Lake—all Spur Tracks
- Rice—all Spur Tracks

St. Cloud—six-axle locomotives in excess of 147 tons restricted :

- On Track 9
- On Wye Track adjacent south of Yard Office
- West of Meridian (Cold Spring Line)
- On St. Joe Line

Six-axle locomotives in excess of 147 tons and six-axle derricks not permitted between Little Falls and Camp Ripley Jct.

Belle Prairie—Storage Track

Camp Ripley—Storage Track including the wye

Royalton—All Spur Tracks

Little Falls—All spur tracks

Verndale—South Spur

Wadena—North Track, House Track, Oil Spur & Cenex Spur

New York Mills—South Elevator Track

Perham—Perco Track, West Industry Lead (old westward siding)

Detroit Lakes—2, 3 and 4 Tracks, City spur.

Lake Park—Runaround Track & Elevator Tracks

Manitoba Jct.—Jct. Wye Tracks

Hawley—Elevator Track & House Track

Glyndon—Elevator Track, Nachurs Spur & Fertilizer Spur

3. Type of Operation

CTC—in effect:

- MP 13.9 to MP 21.1
- MP 47.0 to MP 73.9
- MP 103.3 to MP 165.4
- MP 213.6 to MP 250.3

TWC—in effect:

- MP 21.1 to MP 47.0
- MP 73.9 to MP 103.3
- MP 165.4 to MP 213.6

At Coon Creek

Westward Staples Subdivision trains originating at Northtown will receive track bulletins and track warrants at Northtown crew office.

Staples Subdivision trains must show time by Coon Creek on delay report.

Yard Limits—in effect:

- Northtown MP 13.9 to MP 16.3
- East Dilworth MP 250.3

Control Points Not Shown as Stations—

- CP 149 (MP 14.9 MT 1)
- CP 163 (MP 16.3 MT 1)

4. General Code of Operating Rules Items

Rule 10.2—The following switches are not equipped with electric locks:

| | | |
|-------------------|------------------|-----------------|
| MP 20.3 Main 1 | MP 58.3 Main 2 | MP 248.7 Main 2 |
| MP 20.7 Main 1 | MP 62.7 Main 2 | |
| MP 46.9 Westbound | MP 62.8 Main 1 | |
| MP 47.3 | MP 158.74 Main 2 | |

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures—None

B. Other FED locations:

- MP 34.7 - Recall Code 267
- MP 60.4 - Recall Code 268
- MP 90.7 - Recall Code 277
- MP 108.5 - Recall Code 278
- MP 122.8 - Recall Code 247
- MP 151.6 - Recall Code 248
- MP 174.1 - Recall Code 297
- MP 203.1 - Recall Code 298
- MP 221.2 - Recall Code 307
- MP 240.5 - Recall Code 308

6. FRA Excepted Track—None

7. Special Conditions

Dimensional Shipment—Conductors handling dimensional or special shipments in trains departing Northtown will advise 43rd Ave. clerk of such cars and their placement in train. Clerk 43rd Ave. will in turn notify train dispatcher. Notification of 43rd Ave. clerk by conductor will serve to fulfill requirements of Rule 6.27 that refers to notification of train dispatcher.

Speed Test Boards—Engineers shall test speed of their trains passing following points as compared with speed table:

- Westward trains between MP 28.0 to MP 29.0
- Eastward trains between MP 122.0 to MP 121.0
- Eastward trains between MP 219.0 to MP 218.0

Sidings—Trains over 100 TOB will not use siding at Sartell.

St. Cloud—St. Cloud to Cold Spring and St. Cloud to Collegeville is industrial trackage, Rule 6.28 applies. Maximum speed 10 MPH.

Little Falls—Engineers of eastward trains making pickup will stop their trains a sufficient distance from roadway crossing to insure crossing will not be blocked when cars are added to the train.

Trains being met or passed at Little Falls will stay clear of Broadway crossing, stopping if necessary until all vehicular traffic held by preceding train has been allowed to clear the crossing.

Track No. 2 will be used for run around track.

Little Falls to Camp Ripley Jct. is industrial trackage. Rule 6.28 applies. Maximum speed 10 MPH.

Wadena—When using industry track serving Mason Brothers, crew member must be on ground at the crossing to warn traffic at County Road 4 and State Highway 10 crossings.

Manitoba Jct. to Ulen—is industrial trackage, Rule 6.28 applies. Maximum speed 10 MPH.

Glyndon—Trains moving from Staples Subdivision must stop within 50 feet of State Highway 10 crossing north of Glyndon to activate highway protection.

Glyndon to Felton—is industrial trackage. Rule 6.28 applies. Maximum speed is 10 MPH.

Between Glyndon and East Dilworth—Prior to arrival at MP 250.3 between Glyndon and Dilworth all trains will switch radio over to Channel 70 for movement instructions from Dilworth Yardmaster and Dilworth Control.

Eastward trains leaving Dilworth will return to Channel 87 east of MP 250.3.

Becker—The loop track switch is a spring switch with facing point lock. Normal position of switch is for entering loop track. There is an indicator for movements which indicates lunar when switch is properly lined for movement on tangent track and red when switch is not properly lined for movement on tangent track.

Width of the coal dumper at NSP power plant, Becker, is 11 feet 6 inches. Locomotive units with bay windows or other accessories that combine to make the unit wider than 11 feet 6 inches, must not go through the dumper building.

Roll-by Inspections—Are required by train crews at initial terminals. A roll-by of one side is always required. If delay to the train will not result, both sides should be inspected.

Sartell—Eastward trains approaching MP 81.0 will notify train LMIN807 their impending arrival at Sartell between 900 and 1200 daily.

Anoka—Trains delayed entering Northtown Yard must hold west of Ferry Street in Anoka, or if already east of Ferry Street and are being held, arrangement must be made to cut crossings affected.

Coon Creek & Interstate—All trains must verify verbally with West Hump Dispatcher the latest Twin Cities Terminal track bulletin(s) in effect before operating between Coon Creek (MP 21.1) and Interstate (MP 15.5)

If any discrepancy exists, any restrictions that affect trains movement must be issued in writing by one of the following methods:

- Track Bulletin
- Track Warrant

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:

Freight Trains 100 TOB and over—Do not exceed 40 MPH.
 Freight Trains up to 100 TOB—Do not exceed 50 MPH.

(Except Z-9 symbol trains or single level loaded intermodal trains may operate at maximum authorized speed).

Passenger Trains—Do not exceed 65 MPH.

8. Line Segments

Yard Line Segments

Line Segment Limits

- 550 Waite Industrial Park
- 551 St. Cloud Yards
- 553 Staples

Road Line Segments

Line Segment Limits

- 203 St. Cloud—Cold Springs
- 204 St. Cloud to Collegeville
- 207 Little Falls—Camp Ripley Jct.
- 25 Northtown to East Dilworth

Ballast Pits

Line Segment Limits

- 581 St. Cloud

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|--------------------------------|----------------------------|---------------|--------------|
| On Westward Track | | | |
| Kinas | 6.5 west of Northtown | 15 | East |
| NSP Co Spur | 6.2 west of Northtown | 10 | West |
| Vincent Metals | 7.1 west of Northtown | 14 | West |
| Minnesota Sawdust Spur | 3.8 west of Anoka | 5 | East |
| Remmele Engineering | 0.8 east of Big Lake | 10 | West |
| 52506 Belle Prairie | 5.6 west of Little Falls | 5 | East |
| 52509 Camp Ripley | 7.8 west of Little Falls | 105 | Both |
| 00523 Royalton | 7.0 west of Rice | 55 | West |
| 00636 Audubon | 4.1 west of Richards Spur | 50 | West |
| 55005 Hitterdal | 5.0 north of Manitoba Jct | 23 | Both |
| 55012 Ulen | 11.9 north of Manitoba Jct | 47 | Both |
| 09229 Averill | 6.9 north of Glyndon | 30 | Both |
| 09237 Felton | 16.7 north of Glyndon | 31 | Both |
| On Eastward Track | | | |
| 00641 LaBelle | 1.2 east of Lake Park | 5 | East |
| 00632 Richards Spur | 3.7 west of Detroit Lakes | 100 | West |
| NSP Spur | 5.5 east of Clear Lake | Yard | East |
| 00485 Edling Spur | 4.3 east of Clear Lake | | |
| 00464 REA Spur | 0.8 east of Elk River | 30 | East |
| 00459 Pyrofax Gas Corp Spur | 5.8 east of Elk River | 3 | East |
| 00456 L H Bolduc Co | 8.8 east of Elk River | 15 | East |
| 00502 St Cloud | 1.4 west of St Cloud | Yard | Both |
| 09070 St Joseph | 8.3 west of St Cloud | 50 | Both |
| 09072 Collegeville | 1.0 west of St Cloud | 8 | West |
| 07385 Liberty Spur | 4.5 west of St Cloud | 82 | East |
| 07383 Cold Spring Granite Spur | 7.1 west of St Cloud | 10 | East |
| 07374 Cold Spring Granite Spur | 10.4 west of St Cloud | 23 | Both |
| Cold Spring Granite Sour | 15.1 west of St Cloud | 6 | West |
| Cold Spring Granite Sour | 15.1 west of St Cloud | 12 | West |
| Cold Spring Granite Sour | 15.2 west of St Cloud | 42 | West |
| Cold Spring Elevator Track | 15.4 west of St Cloud | 23 | West |
| Cold Spring Siding | 15.6 west of St Cloud | 31 | Both |

| Length of Siding (Feet) | Station Nos. | Mile Post | St Croix Subdivision | | Type of Oper. | Track Diagram | Miles to Next Stn. |
|-------------------------|--------------|---------------------------------------|----------------------|----------|------------------|---------------|--------------------|
| | | | MAIN LINE STATIONS | Rule 4.3 | | | |
| | 00299 | 300.2 | NORTH LA CROSSE | BY | ABS | | 2.9 |
| | 00301 | 303.1 | SULLIVAN | Y | CTC | | 14.3 |
| | 00315 | 317.4 | TREMPEALEAU | X | DT ABS TWC | | 8.3 |
| 10,145 | 00324 | 325.7 | EAST WINONA | | CTC | | 2.5 |
| | 00326 | 328.2 | WINONA JCT | | | | 5.7 |
| | 00332 | 333.9 | FOUNTAIN CITY | X | | | 9.2 |
| | 00341 | 343.1 | COCHRANE | X | DT ABS TWC | | 8.2 |
| | 00349 | 351.3 | ALMA | X(2) | | | 7.4 |
| | 00356 | 358.7 | NELSON | | | | 3.4 |
| | 00360 | 362.1 | TREVINO | | CTC | | 0.8 |
| | 00361 | 362.9 | MEARS | | | | 3.3 |
| | 00364 | 366.2 | PEPIN | X | | | 12.5 |
| | 00377 | 378.7 | MAIDEN ROCK | | | | 7.6 |
| | 00384 | 386.3 | BAY CITY | X(2) | DT ABS TWC | | 4.7 |
| | 00389 | 391.0 | HAGER | | | | 5.3 |
| | 00394 | 396.3 | DIAMOND BLUFF | X | | | 11.3 |
| | 00405 | 407.6 | PRESCOTT | | | | 0.2 |
| | 00407 | 407.8 | BURNS | | CTC | | 2.7 |
| | 00409 | 410.5 Sp. Line MP Loc. 392.1 | ST CROIX | JX(2) | 2MT CTC | | 110.3 |

Radio Channel No. 39 in service.

| Radio Call-In | | |
|--|----------------|------------------|
| LaCrosse - 45(X) | Nelson - 46(X) | Bay City - 47(X) |
| St Croix - 49(X) | | |
| Emergency - Call 911 | | |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 | | |

Dispatchers' Phone Numbers:

LaCrosse Dispatcher—2200-0600 Daily:
Savanna to Prescott—(817) 234-6021, FAX (817) 234-6057
St Croix Dispatcher—0600 to 2200 Monday-Friday:
Sullivan to Prescott—(817) 234-6018, FAX (817) 234-6065

1. Speed Regulations

1(A). Speed—Maximum

| | Freight |
|--|---------|
| North La Crosse to St. Croix | 60 MPH. |
| Against the current of traffic on double track | 49 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|---|---------|
| MP 300.1 to MP 301.8 (HE only) | 25 MPH. |
| MP 301.8 to MP 303.3 | 35 MPH. |
| MP 314.0 to MP 310.0 eastward track all trains except trains consisting entirely of TOFC/COFC, Auto Rack or Business Cars | 50 MPH. |
| MP 327.9 to MP 328.0 | 35 MPH. |
| MP 364.5 to MP 366.1 | 40 MPH. |
| MP 407.4 to MP 408.1 | 25 MPH. |
| MP 410.2-MP 410.5 | 35 MPH. |
| MP 410.4—CP Rail Main track connection switch from Main 2 to St. Croix | 35 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|---|---------|
| MP 303.1 Through crossovers | 35 MPH. |
| East Winona—Through turnouts of controlled sidings | 20 MPH. |
| Except through turnout leaving east end of controlled siding after engine passes signal authorizing movement | 35 MPH. |

Through turnouts at following locations:

| | |
|---|---------|
| MP 323.6 (East Winona) | 35 MPH. |
| MP 362.1 Trevino | 35 MPH. |
| MP 362.9 (Mears) | 35 MPH. |
| MP 410.2—Through crossovers at East St. Croix | 12 MPH. |
| MP 410.4—Through crossover at West St. Croix | 35 MPH. |

1(D). Speed—Other

| | |
|--|---------|
| All loaded unit trains (except Intermodal) through sidings | 10 MPH. |
| LaCrosse running track | 20 MPH. |

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

North LaCrosse to St Croix 143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks are not permitted on Old Main between South Avenue and West Avenue at LaCrosse

3. Type of Operation

Yard Limits—in effect:

MP 299.9 Grand Crossing to MP 303.8 Sullivan

CTC—in effect:

MP 302.8 to MP 303.3 Sullivan
MP 323.6 to MP 328.2 Winona Control Points
MP 361.9 to MP 363.1 Trevino to Mears
MP 407.5 to MP 410.5 Prescott to St. Croix

ABS—in effect:

MP 300.1 to MP 302.8 North LaCrosse
MP 303.3 to MP 323.6 Sullivan to MP 323.6
MP 328.2 to MP 361.9 Winona Jct. to CTC Trevino
MP 363.1 to MP 407.5 Mears to Prescott

TWC—in effect:

MP 303.3 Sullivan to MP 323.6
MP 328.2 CTC Winona Jct. to MP 361.9 Trevino
MP 363.1 CTC Mears to MP 407.5 CTC Prescott

Two Main Tracks

MP 407.8 to MP 410.5 Burns to St. Croix

Double Track

MP 303.3 to MP 323.6 Sullivan to MP 323.6
MP 328.2 to MP 361.9 Winona Jct. to Trevino
MP 363.1 to MP 407.5 Mears to Prescott

Track Warrants—Eastward train departing Northtown for

LaCrosse and westward trains departing LaCrosse for Northtown will receive one track warrant with all of the applicable track bulletins for movement between LaCrosse and Northtown from the LaCrosse/St. Croix Dispatcher.

4. General Code of Operating Rules Items

Rule 10.2—Main track switches not equipped with electric locks:

MP 410.2—Main 2—Kings Cove

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other FED locations:

- MP 307.2 - Recall Code 458
- MP 327.5 - Recall Code 457
- MP 345.0 - Recall Code 468
- MP 362.5 - Recall Code 467
- MP 381.1 - Recall Code 478
- MP 405.0 - Recall Code 498

6. FRA Exempted Track—None

7. Special Conditions

Speed Test Boards—Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

- Westward trains between MP 315.0 to MP 316.0.
- Westward trains between MP 339.0 to MP 340.0.
- Eastward trains between MP 381.0 to MP 380.0.
- Eastward trains between MP 403.0 to MP 402.0.

Regarding stations with crossovers indicated in station column:

- Diamond Bluff—facing point only.
- Alma and Bay City—facing and trailing point.
- All other stations—trailing point only.

North LaCrosse—Permission must be obtained from the LaCrosse yardmaster or dispatcher before occupying the main or running track.

Upon arrival at LaCrosse, it is the conductor's responsibility to contact the train dispatcher in Ft Worth, TX via radio to give up the authority given to his train-track warrant, track and time etc. If conductor cannot reach the dispatcher via radio, he must contact the dispatcher via dispatcher console or telephone in yard office before going off duty. If this should involve hours of service violation, conductor must file the FRA Hours of Service Report—BNSF Form 15623-E.

Alma—At Dairyland Power, all trains must contact Dairyland Power personnel on BNSF Radio Channel 39 before entering plant. No BNSF personnel will enter the dumper without first notifying the train dumping crew.

St. Croix—All trains must give Fort Worth Dispatcher arrival and departure times at Prescott and St Croix by radio.

Northtown—When it is necessary to operate with CNW power, a clipboard is available upon your request which can be checked in and out from the operator at Northtown.

Whenever you handle a coal train to the Alma coal facility the conductor must fill out a Unit Coal Train Loading/Unloading Report, Form No. 15831 12-78. This report is to be turned in with your train delay and timeslip. The forms are available at LaCrosse and Northtown.

CN Trains—All lists waybills and any accompanying paperwork that originates at DWP Pokegema yard or BRC clearing yard, must be hand delivered or left in a conspicuous place on the lead locomotive at crew change points. It will be the outbound conductors responsibility to insure proper paper work is in his possession before departure.

Train and engine crews handling CN trains, receiving train consist with Special Handling Code CTC R-32791 restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for those cars and normal track speed is authorized.

Trains Blocking Crossings—Eastbound trains that are departing LaCrosse yard, ensure that you do not block private crossing located at MP 300.1, in front of yard office, until signal to proceed is received through Grand Crossing interlocking.

Do not exceed 45 MPH while handling equipment with 50 MPH speed restrictions as designated by Canadian National or Belt Railway wheel reports.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:

- Freight Trains 100 TOB and over—Do not exceed 40 MPH.
- Freight Trains up to 100 TOB—Do not exceed 50 MPH.
- (Except Z-9 symbol trains or single level loaded intermodal trains may operate at maximum authorized speed).

8. Line Segments

Yard Line Segments

- Line Segment Limits**
- 811 North La Crosse
 - 826 Winona

Road Line Segments

- Line Segments Limits**
- 3 North La Crosse to St. Croix

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|------------------------|-------------------------|---------------|--------------|
| 00310 Lytle (Eastward) | 6.2 east of Trempealeau | 4 | East |
| 00310 Lytle (Westward) | 6.2 east of Trempealeau | 4 | West |
| 71502 Winona | 1.5 from East Winona | Yard | Both |

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | St Paul Subdivision MAIN LINE STATIONS | | Type of Oper. | Track Diagram | Miles to Next Stn. | EASTWARD ↑ |
|---------------|-------------------------|--------------|--------------|--|--------|---------------|---------------|--------------------|---------------|
| | | | | Rule 4.3 | | | | | |
| | | 00409 | 410.5 | ST CROIX | JX | | 11.9 | | |
| | | 00420 | 422.2 | NEWPORT | X(2) | | 2.9 | | |
| | | | | DUNN | Y | | 1.6 | | |
| | | 00424 | 426.7 | OAKLAND | JX(2)Y | | 0.8 | | |
| | | | | ST PAUL YARD | Y | | 0.5 | | |
| | | 00426 | 428.3 | DAYTONS BLUFF | Y | | 0.9 | | |
| | | | 429.1 | HOFFMAN AVE | JX(2)Y | | 0.6 | | |
| | | | 429.7 | DIVISION STREET | JXY | | 0.6 | | |
| | | 00429 | 430.0 0.0 | SEVENTH ST | JXY | | 1.5 | | |
| | | 51202 | 1.3 | MISSISSIPPI ST | X(2)Y | | 0.6 | | |
| | | 51204 | 2.3 | SOO LINE JCT | JY | | 4.4 | | |
| | | 51209 | 6.7 | UNION JCT | XY | | 1.2 | | |
| | | 51210 | 7.9 | PARK JCT | MX(2)Y | | 1.9 | | |
| | | 51211 | 9.8 | EAST MINNEAPOLIS | JTY | | 2.1 | | |
| | | | 11.7 | UNIVERSITY | JX(2)Y | | 0.8 | | |
| | | 00439 | 12.5 | 35TH AVE | XY | | 1.3 | | |
| | | | 13.8 | 44TH | Y | | 0.1 | | |
| | | 00441 | 13.9 | NORTHTOWN | BTY | | 33.7 | | |

Radio Channel No. 70 in service.

Radio Channel No. 76 Authority Channel.

| |
|--|
| Radio Call-In |
| St Croix - 49(X) |
| Emergency - Call 911 |
| For Dispatcher X=0, For Mechanical X =2, For Field Support X=3 |

Dispatchers' Telephone Number—8-234-6417

1. Speed Regulations

1(A). Speed—Maximum

| | Passenger | Freight |
|--|-----------|---------|
| St Croix to Northtown | 70 MPH. | 50 MPH. |
| St. Croix to Northtown trains exceeding 100 TOB | | 35 MPH. |
| Following speed restrictions are in effect on Soo/CP tracks, Main 1, St Croix to Newport, and Main 2, Newport to Hoffman | 70 MPH. | 50 MPH. |

1(B). Speed—Permanent Restrictions

Following speed restrictions are in effect on BNSF main tracks:

| | | |
|--|---------|---------|
| Main 1—Division Street to Newport | | |
| Main 2—Newport to St. Croix | | |
| MP 410.2 to MP 410.5 | 35 MPH. | 35 MPH. |
| MP 410.5 to MP 418.2 | 45 MPH. | 40 MPH. |
| MP 428.8-429.7 | 30 MPH. | 25 MPH. |
| MP 429.7 to MP 4.6 | | 30 MPH. |
| MP 4.6 to MP 7.8 | | 45 MPH. |
| MP 7.8 to MP 7.9 over Park Jct. crossing diamond | | 25 MPH. |
| MP 7.9 to MP 13.9 | | 45 MPH. |

1(C). Speed—Switches and Turnouts

| | | |
|---|---------|---------|
| MP 410.2—Through crossovers at East St. Croix | 12 MPH. | 12 MPH. |
| MP 410.4 Through crossover at West St Croix | 25 MPH. | 25 MPH. |
| CP Main track connection switch from Main 2 to St Croix | 25 MPH. | 25 MPH. |
| MP 422.2—Newport | | |
| Through east crossover | 25 MPH. | 25 MPH. |
| Through west crossover | 25 MPH. | 25 MPH. |
| MP 1.3—Mississippi St. through crossovers | | 30 MPH. |

| | | |
|---|---------|---------|
| All turnouts located between East and West University | 12 MPH. | 12 MPH. |
| except the 05, 07 crossovers | 25 MPH. | 25 MPH. |
| MP 426.7 through crossover between two main tracks | 25 MPH. | 25 MPH. |
| All turnouts located between East and West 35th Ave. | 12 MPH. | 12 MPH. |
| except the 04 turnout | 25 MPH. | 25 MPH. |
| Turnout at 44th (MP 13.8) | 35 MPH. | 35 MPH. |

1(D). Speed—Other

Bridges 7,9 and 9.1 on M&D Jct. line, cars heavier than 131.5 tons 10 MPH.

Head end speed restrictions for eastward freight trains: Up to 100 tons/OB Over 100 tons/OB

| | |
|--|---------|
| Eastward absolute signal both main tracks at Mississippi St | 25 MPH. |
| Passing eastward absolute signal on Main 1 at MP 429.8—Division Street | 25 MPH. |

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

| | |
|--|----------|
| St Croix to Northtown | 143 tons |
| East Minneapolis Jct. to M&D Jct. | 134 tons |

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) may operate only between St. Croix and Northtown.

3. Type of Operation

CTC—in effect:
MP 410.5 to MP 13.9

Two Main Track
MP 410.5 to MP 12.5
MP 13.8 to MP 13.9

TWC Instructions

Eastward CP trains will obtain BNSF track warrant at St. Paul Yard.

Eastward NRPC trains will obtain BNSF track warrant at Midway Station.

Yard Limits—in effect:

MT 1 MP 426.7 (Oakland) to Northtown MP 13.9
MT 2 CP/SOO MP 405.1 (Dunn) to Northtown MP 13.9

All train, engine and MW movements on main tracks will be authorized by Ft. Worth West Hump train dispatcher.

Yard limits in effect for all train movements through the St Paul Union depot. Trains or engines entering the St Paul Union depot on the east leg of the wye at the east end of the St Paul Union depot, must communicate with the East Hump train dispatcher Ft. Worth who will obtain authority from the CP Railroad.

Two main tracks of the CP and BNSF Railroad between St. Croix and Division St. are joint tracks. The two Main track CTC is controlled by BNSF East Hump Dispatcher at Ft. Worth and all authority and CTC Instructions are issued by and over the signature of East Hump Dispatcher at Ft. Worth.

Track Warrants—Eastward train departing Northtown for LaCrosse and westward trains departing LaCrosse for Northtown will receive one track warrant with all of the applicable track bulletins for movement between LaCrosse and Northtown from the LaCrosse/St. Croix Dispatcher.

4. General Code of Operating Rules Items

Prescott MP 404.40 to Mississippi St.—Movements authorized by East Hump Dispatcher Ft. Worth.

Mississippi St. to Northtown—Movements authorized by West Hump Dispatcher Ft. Worth.

Rule 10.2—The following switches are not equipped with electric locks:

- MP 415.68—Curry Switch
- MP 6.2—Main Track 1

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations
 - MP 424.4—MT 1 only—Recall Code 208

6. FRA Excepted Track—None

7. Special Conditions

Speed Test Boards—Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

Eastward trains between MP 403.0 to MP 402.0 on Main One.

Derailed Car Indicators—When a derailed car indicator displays a steady white light, train must be stopped immediately and inspected. Protection as required by Rule 6.23 must be provided against movements on adjacent tracks until determined safe for such movement to proceed. A flashing white light indicates train is safe for movement. When light is not displayed on approach of train or engine, indicator is out of service and train inspection not required.

Bi-directional car defect detector located as follows:
 CP MP 394.4 Main 1 Wayside.

The following speed signs are in effect on the CP Railroad.

Speed Control Signs

5.5.1-5.5.2 Name—Speed Sign



Figure 1 Figure 2 Figure 3

When one speed is shown, it applies to all trains.



Figure 4 Figure 5 Figure 6

Where two speeds are shown, the higher speed applies to passenger trains.

Speed Control Sign Indication

Speed Control sign located to the right or left of main track as viewed by an approaching train indicates in miles per hour the maximum speed permitted on that track.

Figures 1 and 4: Maximum speed begins at a point one mile from the sign.

Figures 2, 3, and 6—maximum speed begins at a point 3000 feet from the sign.

When Speed Control Sign indicates a higher speed, the higher speed is effective when entire train has passed the sign.

These signs will not apply to trains restricted to a slower speed by track bulletin, track warrant, general order, timetable or other instruction.

Speed control signs located beyond the clearance of the switch at junctions or crossovers and at the beginning of each subdivision will indicate the maximum speed permitted from that point.



Figure 7

Sign located on right hand side of track governed.

(Note: Figure 7 is used in conjunction with figures 1 and 4.)

Name—Resume Speed Sign

Indicates where normal speed may be resumed when rear of train has passed resume speed sign.

Northtown—North receiver and north runner crossover switch must be lined for north runner and north receiver.

When approaching the Carmen's crossing at Interstate the engine whistle must be blown if there are cars on the west end of Receiver No.1.

Locomotives or cars are not to be left standing closer than one car length from the vehicular crossings in the 35th Avenue area.

Locomotive bells must be rung while operating in the area of these crossings, at 35th Ave. and Interstate.

All road and yard engines must ring bell continuously while operating over the north receiver track In the area of the diesel shop between the road crossing on the East, and the West end of the diesel shop. The purpose of this instruction is to provide warning for those diesel shop employees working on or around locomotives on diesel shop tracks adjacent to the North Receiver Track.

St. Paul Terminal Area—Enginemen on trains, transfers and switch engines observe city ordinance 2853 quoted below: "It shall be unlawful to ring any bell on, or sound the whistle of any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

Minneapolis Terminal Area—City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

Soo Line St. Paul Yard—Crews delivering unit coal trains will stop opposite talk-back speaker located just east of Soo Line roundhouse on south side and contact Soo Line yardmaster before proceeding. Soo Line yardmaster will advise instructions for yarding train.

Between Interstate and 35th Ave.—All trains observing cars on south runner track must sound whistle signal Rule 5.8.2(11) approaching these cars.

Northtown—Road crossing located at the west end of receiving track No. 5 in the receiving yard is designated fire lane crossing. Inbound trains are not to block this crossing.

Power Operated Yard Switches—Northtown Yard

Power-operated yard switches in Northtown Yard numbered:

99 east end diesel shop

INT-ST 01 thru 03 near Interstate

FMC01 near FMC

401 through 453 East End Receiving Yard

501 through 510 Hump Underpass Area

601 through 681 and

35th 01 thru 04 34th and Bottleneck

Univ 01 through 12 University & East End Transfer Tracks are known as convenience switches which only indicate direction switches are lined. A green or yellow light indicates which direction the switch is lined, but does not indicate the route is clear of a conflicting movement. To prevent side collisions, you must watch for cars or engines that may be out to foul your movement.

In the absence of a green or yellow light, movement must not be made over switches until permission is received from proper authority and crew member precedes movement over switch checking to ensure that the switch is properly aligned and that the switch points fit.

These switches will not be taken from power to hand without permission of the yardmaster, 35th Ave. switchtender, or hump dispatcher.

After movement is completed, the switch will be restored to power and the yardmaster, 35th Ave. switchtender, or hump dispatcher notified.

Caution—Should the switch points be other than full normal or full reverse, it shall be necessary to move the hand-throw lever slowly through its 180 degree arc until it is felt that the spring loaded latch rod has engaged for hand-throw operation.

Caution—The spring loaded latch rod may not be fully engaged. Assist latch rod engagement by pushing on the ring on the outside of the hand-throw lever, then move the hand-throw lever cautiously toward either of the horizontal positions. The spring loaded rod should move into full engagement.

To return the switch machine to power operation, the hand-throw lever must be in the horizontal position. Then pull on the ring and allow the hand-throw lever to drop down in the stand. Release the ring and the hand-throw lever will drop down to its lowest point in the stand.

Between Mississippi St. MP 1.3 and East Minneapolis MP 9.8—Trains with cars 11'1" to 12' 11" wide must not meet or pass trains with cars 11'1" wide or wider.

Trains with cars 13'0" wide or wider must not meet or pass any trains.

Conductors on westward trains with Hi-wide cars must notify the east hump dispatcher before passing St. Croix.

Conductors on eastward trains with Hi-wide cars must notify the west hump dispatcher before passing Northtown.

Bayport—"It shall be unlawful for an Engineer, Operator or driver of a Railroad Locomotive to ring the bell, blow the horn or sound the whistle on the locomotive within the corporate limits of the City of Bayport between the hours of 10:00 P.M. and 6:00 A.M. except:

- a. To warn of immediate and/or threatened danger to persons or property.
- b. When about to move the locomotive from a standing position."

Automatic Interlocks Not Indicated at Station (line segment 214)
CP crossings at Bald Eagle, 14.6 miles west of East Minneapolis.

Northtown Terminal—is designated as a facility in which carmen will provide immediate brake inspection.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:

Freight Trains 100 TOB and over—Do not exceed 40 MPH.

Passenger Trains—Do not exceed 65 MPH.

8. Line Segments

Terminal Line Segments—Minneapolis

| Line Segment | Limits |
|--------------|---|
| 467 | Northtown Yard Mississippi St—University Ave. |
| 530 | Grove Yard Northtown Jct.—27th Ave. NE |
| 531 | Minneapolis Jct. University Ave.—Main St NE—14 Ave. NE |
| Yard | |
| 533 | Lyndale Yard 3rd Ave. S—1st St N—Highway 100 |
| 534 | Union Yard 14 Ave. SE—Raymond Ave. |
| 535 | East Minneapolis ... University Ave.—Talmage Ave. |

Terminal Line Segments—St. Paul

| Line Segment | Limits—Yard |
|--------------|--|
| 540 | Midway Yard Raymond Ave.-Lexington Ave. |
| 542 | Dale St. Shop Lexington Ave.-Como Ave. |
| 546 | Daytons Bluff Yard .. Oakland Tower-Mississippi St |
| 547 | Stillwater (MN) Yd ... Stillwater |

Road Line Segments

| Line Segment | Limits |
|--------------|--------------------------|
| 218 | E Minneapolis-M&D Jct. |
| 214 | M&D Jct. to Hugo |
| 3 | St. Croix to Seventh St. |
| 25 | Seventh St. to Northtown |

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|-----------------------|------------------------|---------------|--------------|
| Main 2 | | | |
| Curry | 5.0 west of St Croix | 4 | West |
| Red Rock | 13.0 west of St Croix | 10 | East |
| Main 1 | | | |
| Chemolite | 6.3 east of Newport | 23 | Both |
| 51011 M & D Jct | 12.6 east of East Mpis | 15 | Both |
| 51012 White Bear Lake | 13.5 east of East Mpis | 13 | Both |
| 51017 Hugo | 18.8 east of East Mpis | 12 | East |

| WEST WARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Walhalla Subdivision BRANCH LINE STATIONS | | | Miles to Next Sta. |
|-------------------|----------------------------------|-----------------|--------------|---|-------------------------------------|------------------|-----------------------------|
| | | | | Rule 4.5 | Type of Oper. Rule 6.28 | Track Diagram | |
| | | 55539 | 0.0 | | | | 5.7 |
| | | 55606 | 5.7 | | | | 7.2 |
| | | 55613 | 12.9 | | | | 4.6 |
| | | 55618 | 17.5 | | TWC | | 5.4 |
| | | 55624 | 23.9 | | | | 7.5 |
| | | 55631 | 31.4 | | | | 17.1 |
| | | 55648 | 48.5 | T | Rule 6.28 | | 48.5 |

Radio Channel No. 66 in service.

| Radio Call-In | |
|---|-----------------|
| Grafton - 48(X) | Cavalier - 6000 |
| Emergency - Call 911 | |
| For Dispatcher X=0, For Mechanical X=2, For Field Support X=3 | |

Dispatchers Telephone Numbers—8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

Grafton to Walhalla **Freight**
25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to 2.0 10 MPH.
Grafton Highway 81 Crossing (HE Only) 5 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Item 1A of the System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Grafton to Walhalla 134 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Six-axle locomotives and six-axle derricks not permitted.

3. Type of Operation

TWC—in effect:

MP 2.0, Grafton to MP 47.2, Walhalla.

4. General Code of Operating Rules Items

Rule 6.28—in effect:

MP 47.2 to MP 48.2

MP 0.0 to MP 2.0

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Walhalla—Normal position of the west crossover switch located at MP 48, from the main track to elevator track, is lined for the elevator.

Do not exceed 4 MPH. over scale at A.D.M.

8. Line Segments

Road Line Segments

Line Segment Limits

251 Grafton to Walhalla

9. Locations Not Shown as Stations

| Name | Miles - Location | Capacity Cars | Switch Opens |
|---------------------------------|----------------------|------------------|-----------------|
| 55610 Hoople Industries | 1.7 east of Hoople | 57 | East |
| 55611 Folsom-Fedje Spur | 1.6 east of Hoople | 11 | East |
| Swanson Farmers-Oberg Spur | 1.6 east of Hoople | 20 | East |
| 55614 Hoople Potato Products | 0.5 west of Hoople | 16 | East |
| Murray Bean Co | 1.1 east of Cavalier | 3 | East |
| 55630 Cominco Fertilizer & | 0.7 east of Cavalier | 14 | West |
| 55645 Ted Eggan Potato Whse | 1.4 east of Walhalla | 8 | West |
| 55646 Johnson Potato Co Spur | 1.2 east of Walhalla | 13 | East |
| M.T.K Inc. Spur | 1.6 east of Walhalla | 8 | West |
| ADM | 1.5 east of Walhalla | 90 | Both |

GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ____ line no. ____ between MP ____ and MP ____ on ____ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ____ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ____ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ____ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ____ (without stopping) at ____ MPH until the entire train has passed MP _____. You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

| SPEED TABLE | | | | | | | | |
|---------------|------|----------------|---------------|------|----------------|---------------|------|----------------|
| Time Per Mile | | Miles Per Hour | Time Per Mile | | Miles Per Hour | Time Per Mile | | Miles Per Hour |
| Min. | Sec. | | Min. | Sec. | | Min. | Sec. | |
| - | 36 | 100 | - | 58 | 62.1 | 1 | 40 | 36.0 |
| - | 37 | 97.3 | - | 59 | 61.0 | 1 | 42 | 35.3 |
| - | 38 | 94.7 | 1 | - | 60.0 | 1 | 44 | 34.6 |
| - | 39 | 92.3 | 1 | 02 | 58.0 | 1 | 46 | 34.0 |
| - | 40 | 90.0 | 1 | 04 | 56.2 | 1 | 48 | 33.3 |
| - | 41 | 87.8 | 1 | 06 | 54.5 | 1 | 50 | 32.7 |
| - | 42 | 85.7 | 1 | 08 | 52.9 | 1 | 52 | 32.1 |
| - | 43 | 83.7 | 1 | 10 | 51.4 | 1 | 54 | 31.6 |
| - | 44 | 81.8 | 1 | 12 | 50.0 | 1 | 56 | 31.0 |
| - | 45 | 80.0 | 1 | 14 | 48.6 | 1 | 58 | 30.5 |
| - | 46 | 78.3 | 1 | 16 | 47.4 | 2 | - | 30.0 |
| - | 47 | 76.6 | 1 | 18 | 46.1 | 2 | 05 | 28.8 |
| - | 48 | 75.0 | 1 | 20 | 45.0 | 2 | 10 | 27.7 |
| - | 49 | 73.5 | 1 | 22 | 43.9 | 2 | 15 | 26.7 |
| - | 50 | 72.0 | 1 | 24 | 42.9 | 2 | 30 | 24.0 |
| - | 51 | 70.6 | 1 | 26 | 41.9 | 2 | 45 | 21.8 |
| - | 52 | 69.2 | 1 | 28 | 40.9 | 3 | - | 20.0 |
| - | 53 | 67.9 | 1 | 30 | 40.0 | 3 | 30 | 17.1 |
| - | 54 | 66.6 | 1 | 32 | 39.1 | 4 | - | 15.0 |
| - | 55 | 65.5 | 1 | 34 | 38.3 | 5 | - | 12.0 |
| - | 56 | 64.2 | 1 | 36 | 37.5 | 6 | - | 10.0 |
| - | 57 | 63.2 | 1 | 38 | 36.8 | 12 | - | 5.0 |

| FEET | TENTHS OF A MILE |
|-------|------------------|
| 528 | .1 |
| 1,056 | .2 |
| 1,584 | .3 |
| 2,112 | .4 |
| 2,640 | .5 |
| 3,168 | .6 |
| 3,696 | .7 |
| 4,224 | .8 |
| 4,752 | .9 |