

Division Managers

Aberdeen

L.A. Inches Road Foreman 229-7224
W.W. Kissner Trainmaster 229-7222
R.D. Ostberg Roadmaster 229-7225

Dickinson

R.M. Kinzel Asst. Roadmaster 227-7236
B.D. Teel Roadmaster 227-7235

Forsyth

H.A. Tait Trainmaster 356-3255
R.L. Thompson Roadmaster 356-3235

Glendive

R.C. Harman Division Engineer 359-4219
S.J. Johnson Supv. Signals 359-4220
D.A. Kautzmann Trainmaster 359-4455
C.C. Knutson Supv. Structures 359-4218
D.C. McCaslin Trainmaster 359-4268
G.R. Lehman Road Foreman 359-4412
K.E. Madden Supt. Operations 359-4255
D.F. Ruddy Roadmaster 359-4235

Mandan

J.L. Jensen Supr. Signals 667-2220
M.C. Klatt Road Foreman 667-2260
A.D. Marden Terminal Manager 667-2285
D.R. Padberg Roadmaster 667-2211
J.R. Suko Trainmaster 667-2255
W.A. Tayler Trainmaster 667-2200
P.A. Yauneay Roadmaster 667-2235

Mitchell

J. Nutz Roadmaster 373-4351

Sioux City

M.G. Heyns Trainmaster 279-7222
T.A. Leicester Roadmaster 279-7233
S.S. Nettleton Trainmaster 279-7200

Sioux Falls

J.D. Lederer Trainmaster 373-4300
T.F. Neeser Roadmaster 373-4310

Willmar

A.J. Cawson Terminal Manager 231-5555
B.L. Fluck Asst. Roadmaster 231-5531
D.W. Hill Supt. Operations 231-5560
J.D. Johnson Roadmaster 231-5535
J.B. Lanier Supv. Structures 231-7720
T.J. Longanecker Manager, Safety & Rules 231-5557
M.A. Oliver Division Engineer 231-5522
K.P. Ruud Supr. Signals 231-5528
B.L. Youngmark Trainmaster 231-5556

BNSF



Dakota Division

Timetable No. 2

IN EFFECT AT 0001

Central Continental Time

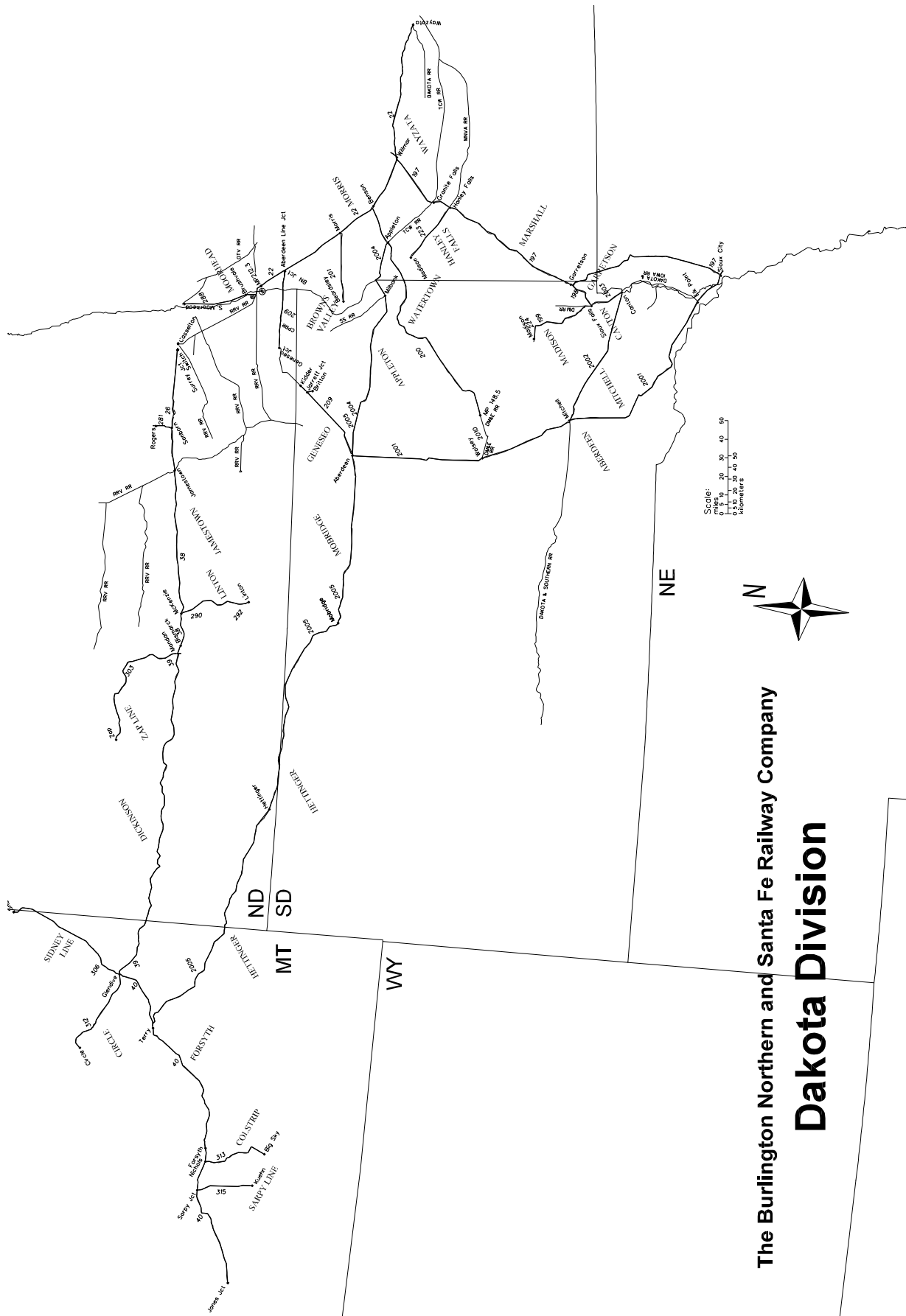
Mountain Continental Time

on the following Subdivisions—
Forsyth, Dickinson, Circle, Sidney Line,
Hettinger, Colstrip, Sarpy Line
and Mobridge (Mobridge to Hettinger)

Sunday, January 30, 2000

Division Superintendent

J.D. Dressler
Willmar, Minnesota
(320) 231-5516



The Burlington Northern and Santa Fe Railway Company
Dakota Division

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Aberdeen Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		6000	513.1	SIOUX CITY (East Yard)	R		TWC	2001	6.0	
		60006	519.1	NORTH SIOUX CITY	R				6.5	
		60013	525.6	JEFFERSON					4.0	
			529.7	WEST JEFFERSON					3.7	
		60021	533.4	EAST WYE SWITCH	J				0.7	
		60022	534.0	ELK POINT					8.6	
		60030	542.6	BURBANK					5.7	
		60035	548.3	VERMILLION					8.5	
		60041	556.8	MECKLING					6.1	
		60050	562.9	GAYVILLE					12.2	
		60063	575.1	YANKTON					5.6	
		60069	580.7	NAPA					10.2	
		60083	590.9	LESTERVILLE					11.4	
		60090	602.3	SCOTLAND					6.6	
		60097	608.9	KAYLOR					7.0	
		60104	615.9	TRIPP					5.5	
		60109	621.4	BEARDSLEY					6.5	
		60116	627.9	PARKSTON					5.5	
		60121	633.4	DIMOCK					5.1	
		60127	638.5	ETHAN					11.5	
		60399	650.0	MITCHELL	J	Rule 6.28	15.0			
		60414	665.0	LETCHER			13.2			
		60427	678.2	WOONSOCKET			9.7			
4,500		60437	687.9	ALPENA			16.7			
		60454	704.6	WOLSEY (DM&E Crossing)	AJ		23.1			
		60477	727.7	TULARE			10.1			
4,552		60487	737.8	REDFIELD			8.2			
		60495	746.0	ASHTON			11.0			
		60506	757.0	MELLETTE			11.7			
		60518	768.7	WARNER			8.6			
			777.0	ABERDEEN SOUTH			1.6			
		54721	778.6	ABERDEEN	TBJ	Rule 6.28	265.8			

Radio Channel 66 in service.

Radio Channel 36 in service for yard forces in Aberdeen.

Radio Channel 36 in service for yard forces Sioux City area.

Radio Call-In		
Aberdeen S. - 70(X)	Gayville - 64(X)	Mitchell - 69(X)
Redfield - 86(X)	Huron - 81(X)	Scotland - 74(X)
Sioux City North - Branch Line Dispatcher - 89(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Monday-Friday: 234-6404, except 0700-1500: 234-2356

1. Speed Regulations

1(A). Speed—Maximum

Sioux City to Aberdeen **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 600.8 to MP 602.7 10 MPH.

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

1(D). Speed—Other

Between absolute signals of interlockings Wolsey MP 704.6 12 MPH.
 Industry and yard tracks 5 MPH.
 At MP 534.1 over Court St. Crossing (HER) 10 MPH.
 Huron MP 160.5 to MP 161.3 10 MPH.
 Mitchell MP 648.0 to MP 654.0 (HER) 10 MPH.
 Aberdeen MP 777.0 to MP 778.6 (HER) 10 MPH.

When entering industry or yard tracks in Aberdeen Yard, trains or engines cannot exceed 7 MPH over the switch in a facing point movement with the following exceptions:

- Geneseo Subdivision Jct. Switch
- Great Northern Yard Switch
- DM&E Transfer Switch
- Drill Switch
- Rip Lead Switch
- East and West Fuel Dock Switches
- East and West South Legs of Wye Switches
- East and West No. 1 Track Switches
- East North Lead Switch
- West Power Switch
- Mardian's Switch
- Roundhouse Lead Switch
- Old Farmers Elevator Switch
- DM&E American News Switch

Item 1(A) of the System Special Instructions applies between MP 544.0 and MP 778.6.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sioux City to Aberdeen 143 tons, Restriction E

Six-axle locomotives and six-axle derricks are permitted on the main track only and within Rule 6.28 territory at Aberdeen between MP 777.0 and MP 778.6 and at Mitchell between MP 648.2 and MP 654.0. Six-axle locomotives may be used on the new elevator tracks at Jefferson (MP 529.7).

Sioux City to Mitchell—Trains over 16,000 tons not permitted.

At Huron on BNSF/DM&E Transfer, only four-axle locomotives allowed.

3. Type of Operation

Restricted Limits—in effect:

Sioux City MP 513.1 to MP 521.0

TWC Limits—MP 521.0 to MP 777.0

4. General Code of Operating Rules Items

Rule 6.19—When flagging required distance will be 1 mile.

Trains that will operate on the DM&E trackage between Wolsey and Huron will receive their track warrants and track bulletins through direct phone contact with DM&E dispatcher in Brookings (605-692-6486).

Rule 6.28—in effect:

- Huron MP 160.5 to MP 161.3
- Mitchell MP 648.0 to MP 654.0
- Aberdeen MP 777.0 to MP 778.6

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. **Special Conditions**

Sioux City to Mitchell—Between the hours of 1200 to 1900, no trains can operate between Sioux City and Aberdeen (MP 519.1 to MP 778.6) when ambient temperature reaches 80 degrees Fahrenheit, except as follows:

Permission to operate freight trains within these time and temperature restrictions may be granted by the Division Superintendent, Division Engineer, or Superintendent Operations.

Permission to operate work trains within these time and temperature restrictions may be granted by the supervisory roadmaster.

Sioux City—Normal position of main track switches DOES NOT APPLY at the main track switches:

7th St. crossover, 18th St. crossover, main track switch at 31st St. and west end of new pass switch.

These switches may be left lined as last used; however they MUST BE LOCKED. Trains and engines must approach these switches expecting to find them lined against movement.

Test Mile Locations

Westward trains between MP 665 to MP 666

Eastward trains between MP 774 to MP 773

Huron to Wolsey—Current DM&E timetable governs. Maximum speed on BNSF/DM&E connection track at Wolsey is 10 MPH.

Mitchell—Foreign railroads will interchange at Mitchell and must contact dispatcher at Mitchell before entering Aberdeen Subdivision to obtain track warrants and track bulletins.

Between Mitchell and Aberdeen—Maximum number of loaded cars to be handled in train is 120.

Aberdeen Yard—Sixth Ave.—Color light type indicators located adjacent to all tracks on both sides of the street crossing governing train and engine movements over crossings are in service.

When yellow is displayed, traffic signals are at stop and rail movements may be made over crossings.

When red is displayed the following will govern:
Push buttons for manual control of the traffic signals are located on the masts of the indicators. When indicator displays red after a train has approached to within 50 ft. of the crossing a member of the crew must operate the button. If indicator continues to display red, movement must be made as per Rule 6.32.1.

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 104.2.1 and 104.3.2B, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

8. **Line Segments**

Yard Line Segments

Line Segment Limits

- 2012 Sioux City East Yard
- 549 Sioux City (Ex Milwaukee)
- 555 Sioux City Yard
- 556 Sioux City Terminal Co.
- 2011 Mitchell Yard
- 2013 Aberdeen Yard

Road Line Segments

Line Segments Limits

- 2001 Sioux City to Aberdeen

9. **Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
54161 Huron	14 miles east of Wolsey	25	West
Wolsey Terminal	3.8 miles west of Wolsey	200	Both

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Appleton Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD	
		03123	0.0	BENSON	JRT	TWC	200	7.9		
		54007	7.1	DANVERS					7.9	
		54015	15.0	HOLLOWAY					6.2	
	2,413	54021	578.2	APPLETON	AJR	TWC ABS	2004	1.0		
			579.4	WEST APPLETON					14.4	
		08194	593.8	ODESSA					6.2	
	8,384	08200	600.0	ORTONVILLE					0.7	
		08201	600.7	STATE LINE					1.5	
		08202	602.2	BIG STONE	M				8.9	
	14,880	08211	611.1	MILBANK	JT				22.1	
	10,559	08233	633.2	SUMMIT	M				24.0	
	8,312	08257	657.2	WEBSTER					11.3	
	12,142	08568	668.5	BRISTOL					13.6	
	9,302	08278	678.1	ANDOVER		Rule 6.28	2005	9.8		
		08288	687.9	GROTON					14.4	
		08302	702.3	GREBNER					3.7	
			706.0	ABERDEEN EAST					1.0	
		54721	707.0	ABERDEEN	BJT			154.6		

Radio Channel 66 in service.

Radio Channel 36 in service for Yard Forces at Aberdeen.

Train Dispatcher Telephone Numbers

Monday-Friday: 234-6403, except 0700-1500: 234-2356

NOTE: Mile Posts between Bristol & Andover are numbered as follows:

MP 676, MP 676A, MP 676B, MP 676C, MP 676D, MP 677 etc.

Radio Call-In		
Aberdeen West - 71(X)	Aberdeen East - 01(X)	Summit - 95(X)
Webster - 73(X)	Andover - 94(X)	Appleton - 57(X)
Odessa - 02(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

1. Speed Regulations

1(A). Speed—Maximum

Benson to Aberdeen **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions

MP 706.0 to MP 709.1 (HER) 20 MPH.

1(C). Speed—Switches and Turnouts

Through all sidings and turnouts 10 MPH.
 At Big Stone—Maximum turnout speed through
 Big Stone Power Switch, MP 602.2 20 MPH.

1(D). Speed—Other

Through all sidings and turnouts 10 MPH.
 At Aberdeen—Head End Restriction over 3rd and
 6th Avenue crossing 10 MPH.
 MP 602.2 to Big Stone Power Plant:
 Aberdeen—over the East and West Leg of Wye 10 MPH.
 Item 1(A) of the System Special Instructions applies between Appleton
 (MP 578.2) and Webster (MP 657.5), between (MP 666.5) and
 Aberdeen (MP 703.0).

When entering industry or yard tracks in Aberdeen Yard, trains or engines cannot exceed 7 MPH over the switch in a facing point movement with the following exceptions:

- Geneseo Subdivision Jct. Switch
- Great Northern Yard Switch
- DM&E Transfer Switch
- Drill Switch
- Rip Lead Switch
- East and West Fuel Dock Switches
- East and West South Legs of Wye Switches
- East and West No. 1 Track Switches
- East North Lead Switch
- West Power Switch
- Mardian's Switch
- Roundhouse Lead Switch
- Old Farmers Elevator Switch
- DM&E American News Switch

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Benson to Aberdeen 143 tons, Restriction C

Freight trains over 100 TOB are permitted only on the following tracks:

- Main track between Benson and Aberdeen.
- Sidings at Andover, Bristol, Webster, Summit, Milbank, Ortonville and Plant Loop at Big Stone.
- Loaded coal trains permitted only on tracks 1, 2 and 3 at Aberdeen.
- Eastward trains exceeding 100 TOB are not permitted to enter track 2 from the west end at Aberdeen.
- Trains exceeding 100 TOB are not permitted on tracks 10, 11, 12, 13 and 14 at Aberdeen.

3. Type of Operation

TWC Instructions

Manual Interlocking—Eastward and Westward absolute signals and dual control switches at Big Stone Switch (MP 602.1) and East Siding Switch Summit (MP 631.5) and at West Siding Switch Summit (MP 633.5) are controlled by the train dispatcher. Method of operation for maintenance of way is track and time.

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.

Track warrants and track bulletins will be received at Aberdeen via facsimile machine or TSS printer for the following trains:

- Morris Subdivision—Benson to Willmar
- Appleton Subdivision—Appleton to Grebner
- Mobridge Subdivision—Aberdeen to Hettinger
- Appleton Subdivision—Aberdeen to Benson

Conductors going on duty at Aberdeen will call the train dispatcher at 8-234-6403 Aberdeen East, 8-234-1233 Aberdeen West, identify themselves and their train by engine number and request a track warrant and respective track bulletins in effect. Track Warrants and Track Bulletins will also be received through direct radio or phone contact with the Train Dispatcher.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1 mile.

Rule 6.28—in effect:

- MP 706.0 to MP 709.1 (HER)
- MP 1.0 to MP 0.6 and on East and West legs of Wye at Benson.

5. **Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 605.8—Recall Code 957
 - MP 653.6—Recall Code 738
 - MP 684.6—Recall Code 018

6. **FRA Excepted Track**—None

7. **Special Conditions**

Speed Test Boards—Engineers shall test speed of their trains passing following points as compared with speed table:
 Eastward trains between MP 700 to MP 699
 Westward trains between MP 605 to MP 606

Between Appleton and Aberdeen—Dual control switches located as follows:

- Big Stone Switch
- Summit—East and West end of siding
- Aberdeen Yard—West end

Switch located at MP 21.4 between Appleton and Louisburg is to be lined for the Appleton subdivision connection track except when changed for immediate use.

Maximum authorized speed on connecting track and siding is not to exceed 10 MPH.

Maximum authorized speed over the switch at MP 21.4 is 10 MPH when operating in either direction on the new connecting track.

Switch located at MP 578.8 on Appleton subdivision siding will be left lined for connection track.

Switch located at MP 579.0 on TCW main track will be lined for siding except when changed for immediate use and is equipped with an electric lock.

Big Stone Spur Track

- MP 0.0 to MP 2.0 20 MPH.
- MP 2.0 to MP 3.0 15 MPH.
- MP 3.0 to Unloading facility 10 MPH.

Aberdeen Yard—Normal position for east leg of wye switch from the drill track north of the overpass is lined for through movement on the drill track.

At Aberdeen, Main Track between MP 709.1 to MP 706 is nonsignaled.

Sixth Ave.—Color light type indicators located adjacent to all tracks on both sides of the street crossing governing train and engine movements over crossings are in service. When yellow is displayed, traffic signals are at stop and rail movements may be made over crossings. When red is displayed the following will govern: Push buttons for manual control of the traffic signals are located on masts of the indicators. When indicator displays red after a train has approached to within 50 feet of the crossing a member of the crew must operate the button. If indicator continues to display red, movement must be made as per Rule 6.32.1.

Roll-by Inspection—Are required by train crews when entering the main track from junction points and 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. These roll-bys will be made at speeds not exceeding 10 MPH.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 31:

- MP 647.0 to MP 668.0
- MP 623.0 to MP 624.0

8. **Line Segments**

Yard Line Segments

Line Segment	Limits
2013	Aberdeen

Ballast Pits

Line Segment	Limits
578	Appleton
586	Ortonville

Road Segments

Line Segment	Limits
200	Benson to Appleton
2004	Appleton to MP 680.5
2005	MP 676.5 to Aberdeen

For line segment only, the following is in effect:

- MP 676A=677
- MP 676B=678
- MP 676C=679
- MP 676D=680
- (Break point at MP 676.5 or 0.5 mile West of MP 676D)

9. **Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
08203 Dakota Granite	1.1 west of Big Stone	21	Both
08246 Waubay	13.4 west of Summit	45	Both
08264 Holmquist	6.4 west of Webster	42	West
08299 Bath	11.1 west of Groton	19	East

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Browns Valley Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		03148	0.0	MORRIS	JTXR			8.2	
		54507	7.2	ALBERTA				6.1	
		54513	13.3	CHOKIO				5.9	
		54519	19.2	JOHNSON		TWC	201	7.0	
		54526	26.2	GRACEVILLE				5.9	
		54532	32.1	BARRY				7.3	
		54539	39.4	BEARDSLEY				40.4	

Radio Channel No. 54 in service.

Radio Call-In
Morris - 54(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Numbers

234-6403

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Morris to Beardsley	25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

MP 0.0 to MP 40.0 when temperature is at or above 90 degrees Fahrenheit, do not exceed 10 MPH, trains will not handle over 10,000 tons, and refrain from using dynamic braking within these limits. Item IA 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

Morris to MP 9.0 (Alberta) 143 tons, Restriction D
 Alberta to MP 40.0 134 tons, Restriction G

Six-axle locomotives and six-axle derricks not permitted between MP 9.0 and MP 39.4.

Maximum number of loaded cars in any train consist between MP 0.0 and MP 40.0 is 110 cars.

3. Type of Operation

TWC—in effect:
 Morris to Beardsley

4. General Code of Operating Rules Items

Rule 6.19—When required to flag, distance will be 1 mile.
Rule 6.28—MP 1.5 (Station Sign Morris) to MP 0.4 (Tail Switch) and on the East and West Legs of Wye at Morris.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Roll-by Inspection—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. These roll-bys will be made at speeds not exceeding 10 MPH.

Beardsley—Switch point derail installed on main track at Beardsley elevator track at MP 39.1, 350 ft. east of east elevator switch and at MP 39.9 2640 ft. west of west elevator switch.

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 104.2.1 and 104.3.2B, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

Morris to Beardsley—Between the hours of 1200 to 1900, no trains can operate between Morris and Beardsley (MP 0.0 to MP 39.4) when ambient temperature reaches 80 degrees Fahrenheit, except as follows:

Permission to operate freight trains within these time and temperature restrictions may be granted by the Division Superintendent, Division Engineer, or Superintendent Operations.

Permission to operate work trains within these time and temperature restrictions may be granted by the supervisory Roadmaster.

8. Line Segments

Road Line Segments
Line Segment Limits

201 Morris to Beardsley

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Canton Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		60320	50.5	CANTON	JT				10.8	
		60308	61.3	HARRISBURG			TWC	2003	8.2	
		60301	69.5	SOUTH YARD	R				1.2	
		54418	145.7	(BNSF and E&E Crossings) SIOUX FALLS	BJTUR			198	20.2	

Radio Channel No. 66 in service.

Radio Channel No. 66 for in yard at Sioux Falls.

Radio Call-In
Viborg - 68(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Numbers

Monday-Friday: 234-6404, except 0700-1500: 234-2356

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Canton to Sioux Falls	25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

MP 66.0 and Sioux Falls (within City Limits)	12 MPH.
Canton wye Tracks	10 MPH.
Industry, yard track (except Sioux Falls Yard) and sidings this subdivision	5 MPH.
Item 1(A) 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
 Canton to Sioux Falls 143 tons, Restriction D
 Six-axle locomotives and six-axle derricks permitted on the main track and on the elevator track at Canton, MP 50.0 only. On the elevator trackage at Canton, locomotives Not permitted on the spur tracks or over the scale on Elevator Track No. 4.

3. Type of Operation

Restricted Limits—in effect:
 Sioux Falls MP 66.0 to MP 71.0
TWC—in effect:
 MP 51.6 to MP 66.0

4. General Code of Operating Rules Items

Rule 6.19—When required to flag, distance will be 1 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Canton—North Switch On Wye track will be lined and locked for Mitchell Subdivision.

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 104.2.1 and 104.3.2B, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

Canton to Sioux Falls—Between the hours of 1200 to 1900, no trains can operate between Canton and Sioux falls (MP 50.5 to MP 145.7) when ambient temperature reaches 80 degrees Fahrenheit, except as follows:

Permission to operate freight trains within these time and temperature restrictions may be granted by the Division Superintendent, Division Engineer, or Superintendent Operations.

Permission to operate work trains within these time and temperature restrictions may be granted by the supervisory Roadmaster.

8. Line Segments

Yard Line Segments

Line Segment Limits

554 Sioux Falls

Road Line Segments

Line Segment Limits

2003 Canton to South Yard
 198 South Yard to Sioux Falls

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Circle Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		03649	0.0	GLENDIVE	BJTR				52.1	
	1,914	85952	50.0	CIRCLE	R		TWC	312	52.1	

Radio Channel No. 85 in service.

Radio Call-In	
Glendive - 20(X)	Rimroad - 17(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Telephone Numbers

(817) 234-6420, FAX (817) 234-6496

1. Speed Regulations

1(A). Speed—Maximum

Glendive and Circle **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 7.0 to MP 50.0 10 MPH.

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

1(D). Speed—Other

Item 1(A) of 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

Glendive to Circle 134 tons, Restriction G

Six-axle locomotives and six-axle derricks not permitted between MP 1.0 and MP 50.0.

3. Type of Operation

TWC—in effect:

Glendive to Circle

Restricted Limits—in effect:

Glendive MP 0.0 to MP 3.0

Circle MP 49.0 to end of track.

Circle—West switch must be lined and locked for elevator track.

Siding is owned by Farmer's Elevator

Sidney Line Subdivision Junction—Normal position of switch is for Sidney Line Subdivision.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

Between MP 28 and MP 50. See GCOR Rule 6.12.

7. Special Conditions

Track Warrants—Authority Track Warrants on the Circle Subdivision will be addressed as follows:

To: _____

On: Circle Sub

Glendive to Circle—Between the hours of 1200 to 1900, no trains can operate between Glendive and Circle (MP 7.0 to MP 50.0) when ambient temperature reaches 80 degrees Fahrenheit, except as follows:

Permission to operate freight trains within these time and temperature restrictions may be granted by the Division Superintendent, Division Engineer, or Superintendent Operations.

Permission to operate work trains within these time and temperature restrictions may be granted by the supervisory Roadmaster.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 31: MP 0.0 to MP 50.0

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
312.....	Glendive to Circle	0.0 to 50.41

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
85907 Fisher - 0206	7.8 west of Glendive MT	20	Both
85924 Lindsay - 0800	24.4 west of Glendive MT	16	Both
85933 Rimroad - 0825	19.2 east of Circle MT	14	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Colstrip Subdivision BRANCH LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑	
				Rule 4.3						
		03778	0.0	E. NICHOLS WYE	JT	TWC	313	0.5		
		86001	0.5	NICHOLS WYE					28.6	
		86029	29.1	COLSTRIP	R				10.0	
		86039	39.5	BIG SKY	R				39.1	

Radio Channel No. 66 in service.

Radio Call-In	
Nichols Wye - 25(X)	Colstrip - Big Sky - 28(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Telephone Numbers

(817) 234-6465, FAX (817) 234-6462

1. Speed Regulations

1(A). Speed—Maximum

	Freight
East Nichols wye to Big Sky	40 MPH.

1(B). Speed—Permanent Restrictions

Colstrip and Big Sky	25 MPH.
Between Big Sky and Colstrip eastward trains between MP 38.0 to MP 34.0	30 MPH.

1(C). Speed—Switches and Turnouts

Cow Creek Yard through all turnouts	5 MPH.
Colstrip Storage Yard through all turnouts	5 MPH.
Colstrip/Big Sky Divide Switch (MP 29.03)	10 MPH.

1(D). Speed—Other

East leg Nichols wye	25 MPH.
West leg Nichols wye	10 MPH.
Colstrip and Big Sky Loop Tracks	10 MPH.
Between Colstrip/Big Sky Divide switch and Colstrip loop track switch	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
Nichols Wye to Big Sky 143 ton, Restriction A

3. Type of Operation

TWC—in effect:
MP 0.0 to MP 39.5

Trains on the Loop Track, Colstrip ready to depart will not leave the Loop Track until they receive their Track Warrant. Eastward Big Sky trains and trains from the storage tracks within the restricted limits at Colstrip will obtain their Track Warrant before blocking any crossings.

Restricted Limits—in effect:
Colstrip MP 27.5 to MP 34.0
Big Sky MP 38.0 to Loop Track Switch

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

Rule 6.28—West Leg Nichols Wye.

Rule 8.3—Colstrip/Big Sky Divide Switch (MP 29.03) can be left lined for either direction.

Nichols Wye—Normal position of tail track switch is for East Leg of Wye.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Big Sky—Coal trains with H6R steel equipment in the set will leave Big Sky with stripes headed west, facing the rear of the train. Trains made up entirely of GSR BN aluminum equipment need only be stripe aligned in one (either) direction. Double rotary cars are permitted in body of train provided any H6R steel equipment be placed in the rear portion of the train, which must be stripe aligned west, facing the rear of the train. BSMCOB trains do not need to be stripe aligned.

Speed over scale, when activated not to exceed 2.5 MPH loaded or empty. Reverse movement over scale must not be made after train has started to weigh unless authorized by mine personnel. Pacesetter operation may be necessary to control speed.

BNSF aluminum GSR equipment with double rotary car, may be loaded with stripes facing away from the double rotary car.

Colstrip—Coal trains must be stripe aligned in one direction. BSMAJC trains with H6R steel equipment in the set must be stripe aligned west, facing rear of train when departing Colstrip. Trains made up entirely of BNSF aluminum GSR equipment may be stripe aligned in either direction. Double rotary cars are permitted in BSMAJC trains provided any H6R steel equipment is placed in the rear portion of train, which must be stripe aligned west, facing the rear of train.

Roll-by Inspections on Cabooseless Trains—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

SRGR Rule S-13.5 Getting On or Off Equipment of Safety Rules and General Responsibilities for All Employees is amended on the Colstrip Subdivision by adding:

When the following conditions exist at coal mines, it is permissible to get on and off moving equipment only when necessary to perform required duties.

1. Employees are allowed to get on and off moving equipment only from the lead locomotive.
2. Employees are allowed to get on and off moving equipment only during the coal loading process.
3. Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 31:
MP 8.0 to MP 26.0

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
313	East and West Nichols Wye to Big Sky	0.0 to 39.5

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
86000 W. Nichols Wye - 1117	W. Nichols Wye	10	Both
86015 Dowlin - 1201	2.5 east of Moon	15	East
86017 West Moon - 1203	16.0 west of Nichols Wye	50	West
86017 West Moon - 1202	15.0 west of Nichols Wye	50	Both
86034 Cow Creek - 1223	10.0 west of Colstrip	220	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Corson Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		07204	127.3	GARRETSON	JTR				8.2	
		54408	135.5	CORSON			TWC	198	10.2	
		54418	145.7	SIOUX FALLS	BJTUR				18.4	

Radio Channel 66 in service for yard forces Sioux Falls area.

Radio Call-In
Sioux Falls - 90(X)
Emergency - Call 911
For Dispatcher X=1, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Numbers

234-6404

1. Speed Regulations

1(A). Speed—Maximum

Freight

Garretson to Sioux Falls 25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Bridge 139.2, cars heavier than 136 tons 10 MPH.
 Sioux Falls
 Within yard Limits 10 MPH.
 Approaching 6th and 8th Street Crossings 5 MPH.
 Item 1(A) 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
 Garretson to Sioux Falls 143 tons, Restriction C

3. Type of Operation

Restricted Limits—in effect:
 Garretson MP 128.7 to MP 127.3
 Sioux Falls MP 141.6 to MP 145.7

TWC—in effect:
 MP 128.7 to MP 141.6

Interlocking Instructions
Automatic Interlockings Not Indicated at Station—E&E
 crossings 3.9 miles east of Sioux Falls.

4. General Code of Operating Rules Items

Rule 6.19—When required to flag, distance will be 1.0 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 104.2.1 and 104.3.2B, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

Garretson to Sioux Falls—Between the hours of 1200 to 1900, trains may operate between Garretson and Sioux Falls (MP 127.3 to MP 145.7) at a maximum speed of 10 MPH when ambient temperature is between 80 degrees and 109 degrees Fahrenheit. Trains will not operate at any higher temperature.

Permission to operate freight trains in a manner different from these restrictions may be granted by the Division Superintendent, Division Engineer, or Superintendent Operations and by the supervisory roadmaster for work trains.

8. Line Segments

Yard Line Segments

Line Segment Limits
 554 Sioux Falls Yard

Road Line Segments

Line Segment Limits
 198 Garretson to Sioux Falls

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dickinson Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		03444	200.3 0.0	MANDAN	BJTY M			8.5	
	7,086	03451	8.3	LYONS				19.3	
	7,424	03471	27.9	NEW SALEM				10.7	
	6,848	03481	38.7	DENGATE				9.6	
	6,437	03491	57.5	GLEN ULLIN	B			5.5	
	6,112	03496	63.6	EAGLE NEST				7.1	
	6,867	03504	70.1	HEBRON				9.1	
	7,982	03513	79.2	ANTELOPE				11.3	
	10,917	03524	92.0	TAYLOR				14.4	
	7,343	03538	104.9	LEHIGH				4.6	
		03543	109.5	DICKINSON	BTY	TWC ABS	39	10.0	
	7,215	03553	119.1	SOUTH HEART				15.4	
	9,673	03569	134.5	FRYBURG				5.3	
	9,592	03574	141.0	SULLY SPRINGS				13.7	
	7,474	03588	155.0	RIDER				12.4	
	10,115	03599	167.2	SENTINEL BUTTE				7.0	
		03607	174.2	BEACH	B			5.7	
	7,149	03613	179.8	YATES				8.5	
	6,476	03621	188.4	BEAVER HILL				6.8	
	6,091	03628	195.5	HODGES				4.9	
	6,533	03634	200.5	IONA				9.8	
	8,497	03644	210.1	CURRY				5.4	
		03649	215.8	GLENDIVE	BMJTY			205.0	

Radio Channel No. 87 in service Mandan to Dickinson.

Radio Channel No. 70 in service Dickinson to Glendive.

Radio Call-In		
Mandan - 51(X)	New Salem - 52(X)	Antelope - 53(X)
Dickinson East - 54(X)	Fryburg - 56(X)	Dickinson West - 59(X)
Sentinel Butte - 57(X)	Curry - 58(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Phone Numbers

Dickinson—(817) 234-1233, Fax (817) 234-6495

1. Speed Regulations

1(A). Speed—Maximum

Mandan and Glendive	Freight
Trains under 100 TOB	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.8	35 MPH.
MP 0.8 to MP 10.2	50 MPH.
MP 10.2 to MP 14.0	30 MPH.
MP 14.0 to MP 27.9	40 MPH.
MP 75.8 to MP 80.1	40 MPH.
MP 90.0 to MP 108.0	45 MPH.
MP 108.0 to MP 110.8 (HER)	25 MPH.
MP 110.8 to MP 111.6	45 MPH.
MP 127.2 to MP 128.7	50 MPH.
MP 128.7 to MP 131.6	45 MPH.
MP 131.6 to MP 138.1	35 MPH.

MP 138.1 to MP 166.5	40 MPH.
MP 174.1 to MP 179.6	50 MPH.
MP 186.9 to MP 189.0	40 MPH.
MP 189.0 to MP 209.8	50 MPH.
MP 209.8 to MP 214.7	45 MPH.

1(C). Speed—Switches and Turnouts

Trains through No. 20 turnouts and on sidings at the following locations:
 New Salem, Taylor, South Heart, Fryburg,
 Sully Springs, Sentinel Butte, Yates,
 Hodges and Rider 35 MPH.
 All other sidings and turnouts 10 MPH.

1(D). Speed—Other

All elevator and industry tracks 10 MPH.
 Mandan Yard Tracks 4, 5 and 6 5 MPH.

Cold Weather Restrictions—

When the temperature is minus 20 degrees Fahrenheit or colder, do not exceed the following speeds:
 Trains 100 TOB or over 40 MPH.
 Trains up to 100 TOB 50 MPH.
 9 symbol intermodal trains may operate at the maximum allowable speed for the subdivision.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Mandan to Glendive 143 tons, Restriction D

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

- Lehigh M-Bar-D track restricted to one four-axle locomotive beyond derail.
- Beach From bridge to west end of house track restricted to no more than one six-axle unit in consist.
- Wibaux Elevator track.
- Richardton Track 1380-Wagon Track, Track 1370-South Elevator, Track 1360-North Elevator.

3. Type of Operation

Dickinson—Loaded unit coal trains not permitted on No. 3 track.

Yard Limits—in effect:

Mandan	MP 200.3 to MP 4.0.
Dickinson	MP 107.9 to MP 112.1.
Glendive	MP 213.5 to MP 215.8.

Glendive—Main track is not protected by continuous block system between the manual interlocking at the east switch and the automatic switch at the west end.

Manual Interlocking—East switch Glendive is controlled by train dispatcher, Dickinson Sub, Fort Worth.

Mandan—When necessary to occupy or foul main track in yard limits crew members of train and engines, yard pilots or work equipment, and employees in charge of maintenance, communications, signal employees and work equipment must obtain permission and route from yardmaster at Mandan. Yardmaster permission does not dispense with use of track flags as required by Rule 5.4.2 and 5.4.7, Rules of Maintenance of Way for impassable track or to provide protection for on-track and/or off-track equipment fouling main track.

Manual Interlocking—Westward absolute signal and dual control switch (MP 0.7) are controlled by Mandan Yardmaster.

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is 2.0 miles.
Mandan—Main track not protected by a continuous automatic block signal system, between eastward signal 198.9 at the east end of Mandan yard and westward signal 0.7 at the west end of Mandan yard.
 First paragraph of Rule 8.3 of General Code of Operating Rules which covers normal position of main track switch, does not apply at East Main Line to East #1 track switch located at MP 199.3.

5. Trackside Warning Detectors (TWD)
 A. Protecting bridge, tunnel or other structures: None
 B. Other TWD Locations
 MP 15.2—Recall Code 518
 MP 32.8—Recall Code 528
 MP 61.8—Recall Code 538
 MP 87.9—Recall Code 547
 MP 107.4—Recall Code 548
 MP 124.8—Recall Code 568
 MP 152.5—Recall Code 577
 MP 177.0—Recall Code 578
 MP 190.6—Recall Code 588

6. FRA Excepted Track—None

7. Special Conditions
Automatic Switches—installed at both ends of the following sidings:
 Lyons Fryburg
 New Salem Sully Springs
 Dengate Rider
 Hebron Sentinel Butte
 Antelope Yates
 Taylor Beaver Hill
 Lehigh Hodges
 Iona South Heart
 Curry

At non-siding locations:
 East Switch Dickinson
 West Switch Dickinson

Milepost Equation—Exists at MP 44.4 equals MP 54.0, between Dengate and Glen Ullin.

Test Mile Locations
 MP 6.0 to MP 7.0
 MP 101.0 to MP 102.0
 MP 115.0 to MP 116.0
 MP 134.0 to MP 135.0
 MP 206.0 to MP 207.0

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 31:
 MP 10.0 to MP 21.0
 MP 55.0 to MP 56.0
 MP 119.0 to MP 167.0
 MP 184.0 to MP 215.0

Mandan Yard—Derails located both ends main track and 1 track for protection of unattended locomotives.

8. Line Segments
Yard Line Segments
Line Segment Limits
 733 Dickinson
 731 Mandan
 732 Mandan Shop

Road Line Segments
Line Segment Limits Mileposts
 39 Mandan to Glendive 0.0 to 215.8

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
03447 Sunny	3.1 west of Mandan	20	East
03458 Sweetbriar	6.8 west of Lyons	40	East
03463 Judson	6.5 east of New Salem	18	West
03518 Richardton	5.5 east of Taylor	80	West
03529 Boyle	5.0 west of Taylor	120	Both
03532 Gladstone	6.7 east of Lehigh	10	West
03548 Eland	4.5 west of Dickinson	90	West
03563 Belfield	10.3 west of South Heart	70	Both
03583 Little Missouri	5.2 east of Rider	25	East
03594 Demores	6.0 west of Rider	10	West
03618 Wilbaux	4.9 west of Yates	10	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Forsyth Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS	Rule 4.3				
		03649	0.0	GLENDIVE	BMJTY			7.2	
	8,180	03656	7.2	COLGATE				12.3	
	6,854	03668	19.4	MARSH				10.1	
	6,265	03678	29.6	FALLON				9.6	
	6,574	03688	39.2	TERRY	BJ			10.2	
	6,720	03698	49.3	BLATCHFORD				10.3	
	6,960	03708	59.9	SHIRLEY		TWC ABS		10.1	
	7,245	03718	69.8	TUSLER				8.8	
		03727	78.6	MILES CITY	B			5.5	
	7,155	03733	84.1	ULMER				6.2	
	6,301	03738	90.4	HORTON				8.4	
	6,930	03747	98.7	HATHAWAY			40	12.6	
	6,450	03760	111.3	ROSEBUD				12.4	
		03772	123.8	FORSYTH	BY			12.4	
		03778	129.4	EAST NICHOLS WYE	JT			0.4	
		03778	129.8	WEST NICHOLS WYE	JT			0.2	
	6,135	03779	130.2	NICHOLS		CTC		8.8	
	10,853	03787	138.5	FINCH				8.1	
		03795	146.6	SARPY JCT.	J			4.6	
	6,707	03800	151.2	HYSHAM	B			21.1	
	7,180	03821	172.3	CUSTER				8.5	
	6,032	03829	180.8	WACO		TWC ABS		13.3	
	9,590	03843	194.2	POMPEY'S PILLAR				15.6	
		03858	209.9	JONES JCT.	J	CTC		216.7	

Radio Channel No. 15 in service on MRL beyond Jones Jct.

Radio Channel No. 76 in service Glendive to Forsyth.

Radio Channel No. 85 in service Forsyth to Jones Jct.

Radio Call-In		
Fallon - 21(X)	Hathaway - 24(X)	Miles City - 23(X)
Hysham - 26(X)	Forsyth - 25(X) Ch. 66 Forsyth - 33(X) Ch. 76	Pompey's Pillar - 27(X)
MRL - 32(X)	Res. Creek - 28(X)	Forsyth W. Disp - 340
Glendive - 20(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

(817) 234-6420, FAX (817) 234-6496—Forsyth to Glendive.
 (817) 234-6465, FAX (817) 234-6462—Jones Jct. to Forsyth.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Glendive and Jones Jct.	
Trains under 100 TOB	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 8.0 to MP 12.0	45 MPH.
MP 23.8 to MP 24.3	40 MPH.
MP 44.6 to MP 45.4	45 MPH.
MP 64.6 to MP 66.0	45 MPH.
MP 77.7 to MP 79.0 (HER)	30 MPH.
MP 85.0 to MP 94.2	50 MPH.
MP 102.4 to MP 104.5	40 MPH.
MP 104.5 to MP 123.0	50 MPH.
MP 123.0 to MP 125.7 (HER)	25 MPH.

MP 157.2 to MP 157.9	45 MPH.
MP 157.9 to MP 158.1	25 MPH.
MP 158.1 to MP 158.8	35 MPH.
MP 158.8 to MP 163.0	45 MPH.

1(C). Speed—Switches and Turnouts

Trains through No. 20 turnouts and on sidings at following locations:

Marsh—Both siding switches	25 MPH.
Shirley—West siding switch	25 MPH.
Rosebud—Both siding switches	25 MPH.
Colgate—Both siding switches	25 MPH.
Nichols Wye—East Jct. switch	25 MPH.
Finch—Both siding switches	25 MPH.
Sarpy Jct.—Switch	25 MPH.
Hysham—Both siding switches	25 MPH.
Custer—Both siding switches	25 MPH.
Jones Jct.—Switch	25 MPH.
All other sidings and turnouts	10 MPH.

1(D). Speed—Other

All elevator and industry tracks	5 MPH.
Except Big Horn, Bull Mountain and Worden	10 MPH.
Rosebud siding—Signaled Crossing (HER)	10 MPH.

Hot Weather Speed Restrictions—When temperature is 90 degrees Fahrenheit or above, the following speed restrictions are in effect:
 Between MP 130.0 and 150.0, speeds must be reduced to 10 MPH below the maximum authorized speed for that train on this subdivision.

Cold Weather Speed Restrictions—When the temperature is minus 20 degrees Fahrenheit or colder, do not exceed the following speeds:
 Trains 100 TOB and over 40 MPH.
 Trains up to 100 TOB 50 MPH.

9 symbol intermodal trains may operate at the maximum allowable speed for the subdivision.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Glendive to Jones Jct. 143 tons, Restriction D

3. Type of Operation

Yard limits—in effect:

Glendive MP 0.0 to MP 2.8
 Forsyth MP 122.0 to Begin CTC at MP 123.16

TWC—in effect:

Between MP 2.8 to MP 122.0 and between CTC Hysham and CTC Jones Jct.

Trains arriving Terry from the Hettinger Subdivision will not occupy siding at Terry until they receive permission from train dispatcher or receive their Track Warrant for movement on Forsyth subdivision.

Forsyth—Eastward departing trains destined beyond Terry via Hettinger Subdivision will obtain track warrant for Hettinger Subdivision. Trains departing Forsyth destined beyond Jones Jct., in addition to obtaining track bulletins in effect between Forsyth and Jones Jct., will obtain track bulletins in effect between Jones Jct. and Laurel on the MRL or between Jones Jct. and Sheridan on the Big Horn Subdivision, depending on destination.

Colgate Siding—Length is 6925 feet between west overlap and grade crossing at MP 6.3.

Custer—Westbound trains delayed over 30 min. will be required to cut west crossing.

Laurel—Trains departing Laurel destined east of Jones Jct., in addition to obtaining track bulletins in effect between Laurel and Jones Jct., will obtain track bulletins between Jones Jct. and Forsyth.

Jones Jct.—The west bound signal located at Jones Jct. for movement onto the MRL railroad is under the control and authority of the MRL Missoula dispatcher, westward movement may be made only by signal indication or by verbal authority from the MRL Missoula dispatcher. The dual control switch is controlled by the Laurel East Dispatcher.

Glendive—Main track is not protected by continuous block system between the manual interlocking at the east switch and the automatic switch at the west end.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnel or other structures: None
- B. Other TWD Locations
 - MP 10.4—Recall Code 218
 - MP 34.1—Recall Code 217
 - MP 54.8—Recall Code 237
 - MP 74.9—Recall Code 238
 - MP 95.9—Recall Code 247
 - MP 120.0—Recall Code 248
 - MP 140.9—Recall Code 267
 - MP 153.2—Recall Code 268
 - MP 177.9—Recall Code 277
 - MP 200.2—Recall Code 278

6. FRA Exempted Track—None

7. Special Conditions

Automatic Switches—Installed at the west switch Glendive, Hettinger subdivision switch on Terry siding, and both ends of sidings at: Colgate, Marsh, Terry, Blatchford, Shirley, Tusler, Ulmer, Hathaway, Rosebud, Custer and Pompey's Pillar.

Derails—Derails are located at both ends of the following sidings:
Fallon
Horton
Terry (auxiliary track)
Waco

Sign Indicating "Switch Circuit"—Signs indicating the point where a train must stop within, to activate the circuit to enter a siding (within 200 ft.), are installed at all entering ends of siding with automatic switches.

The signs will display the words "Switch Circuit" in black letters on a white background and will be permanently mounted on a sturdy post.

The installation of these Switch Circuit signs will provide benefits in several ways:

- They will positively identify the limits of the switch circuit.
- They will eliminate multiple stops to get within the circuit.
- They will provide a target or reference point for the engineer to use to plan their stop.
- They will eliminate the unnecessary need to hand operate the switch.

To operate the switch to enter the siding, stop with the leading wheels of movement past the "Switch Circuit" sign, within 200 feet of the absolute signal that governs movement over the switch. Crew members of the train which is to enter the siding will then operate the push button which is located on the signal mast. After 40 seconds, the signal will indicate red over lunar when the switch is lined for movement into the siding.

Roll-by Inspections on Caboosless Trains—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

MRL Operations—When westbound trains arrive at Jones Jct. tune portable radio to MRL Road Channel. Locomotive Radio will remain on BNSF Road Channel until track warrant is cleared or train is closely approaching the East Billings Failed Equipment Detector, at which time radio on the controlling engine will be switched to proper MRL channel. Locomotives will switch to #15 and BNSF portable radios so equipped will switch to channel #14.

Portable radios with MRL channels are available from the trainmaster in Forsyth.

Radios on eastbound trains will remain on the MRL radio channel as prescribed above, until they have passed the MRL Failed Equipment Detector at East Billings and have received the transmission from that detector. Locomotive radio may be tuned to BNSF road channel, portable radio must be tuned to MRL road channel until arrival at Jones Jct.

MRL yard channels on BNSF portable radios so equipped is Channel 15. Westbound trains departing Billings will switch radio(s) to the MRL Yard channel. Eastbound trains departing Laurel must notify Billings Yard on their departure.

Miles City—The speed limit through Miles City will be 30 MPH unless train is transporting hazardous material as defined by the United States Department of Transportation, in which case train is not to exceed 20 MPH.

Miles City Industry Tracks—Freight trains over 100 TOB must not use industry track at Miles City.

Speed Test Boards—Engineers shall test speed on their train passing the following locations:

Westward trains—MP 4.3 to MP 5.3 between Glendive and Colgate

Westward trains—MP 134.0 to MP 135.0 between Nichols and Finch

Eastward trains—MP 120.0 to MP 119.0 between Forsyth and Rosebud

Eastward trains—MP 207.0 to MP 206.0 between Jones Jct. and Worden

Glendive—Main track and yard tracks 1, 2, and 3 are controlled by the Dickinson Subdivision Dispatcher.

Mechanical Inspection—Train leaving the Foyth Subdivision and entering the Hettinger Subdivision at Terry, MT must set out (for Mechanical Inspection), any equipment actuating the Failed Equipment Detector (FED) at Shirley, MT or Fallon, MT, prior to entering the Hettinger Subdivision.

Hysham TWD—Westbound trains actuating the Hysham FED at MP 153.2, will set out any bad order equipment to the Backtrack at Hysham. It is not permitted to take a possible bad order to Big Horn.

Coal Train Fill Points—Conductors are responsible for filling unit empty coal train to ideal tender. All the following locations protected by derails:

- Waco—Fill point for East - Striped DEEX equipment trains.
- Bull Mountain—Fill point for West - Striped DEEX equipment trains.
- Big Horn—Fill point for SCKX equipment trains.

Glendive—Normal position of Wye Tail Switch is for the East leg of the Wye. 5-pack cars cannot be turned on the wye.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 31:

- MP 190 to MP 180.0
- MP 163.0 to MP 158.0
- MP 132.0 to MP 125.0
- MP 125.0 to MP 64.0
- MP 40.0 to MP 0.0

8. Line Segments

Yard Line Segments

Line Segment Limits

734 Glendive

Road Line Segments

Line Segment Limits

Mileposts

40 Glendive to Jones Jct. 0.0 to 209.8

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
03727 Miles City - 1054	8.8 west of Tusler	50	Both
03754 Joppa - 1075	6.2 west of Hathaway	25	West
03765 Flynn - 1085	5.1 west of Rosebud	80	East
03805 Meyers - 1130	5.3 west of Hysham	10	East
03815 Big Horn - 1140	15.4 west of Hysham	105	Both
03838 Bull Mountain - 1170	8.2 west of Waco	100	Both
03853 Worden - 1190	10.3 west of Pompey's Pillar	80	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Geneseo Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			69.0	END OF TRACK					1.7	
		54673	70.7	KIDDER	J		TWC	209	3.6	
		54680	74.2	JARRETT JCT					10.7	
		54687	84.9	AMHERST					6.4	
		54694	91.3	CLAREMONT					10.8	
		54704	102.3	PUTNEY					16.0	
			118.0	ABERDEEN NORTH					0.4	
		54721	118.6	ABERDEEN	BJT	Rule 6.28		49.6		

Radio Channel No. 66 in service.

Radio Call-In	
Rutland - 49(X)	Aberdeen East - 01(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Telephone Numbers

Monday-Friday: 234-6403, except 0700-1500: 234-2356

1. Speed Regulations

1(A). Speed—Maximum

End of Track (MP 69.0) to Aberdeen **Freight** 10 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

When entering industry or yard tracks in Aberdeen Yard, trains or engines cannot exceed 7 MPH over the switch in a facing point movement with the following exceptions:

- Geneseo Subdivision Jct. Switch
- Great Northern Yard Switch
- DM&E Transfer Switch
- Drill Switch
- Rip Lead Switch
- East and West Fuel Dock Switches
- East and West South Legs of Wye Switches
- East and West No. 1 Track Switches
- East North Lead Switch
- West Power Switch
- Mardian's Switch
- Roundhouse Lead Switch
- Old Farmers Elevator Switch
- DM&E American News Switch

Item 1(A) 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

End of Track to Aberdeen 134 tons, Restriction G

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

Maximum number of loaded cars in any train consist is 110 cars.

3. Type of Operation

TWC—in effect:

End of Track to Aberdeen North.

4. General Code of Operating Rules Items

Rule 6.19—When required to flag, distance will be 1 mile.

Rule 6.28—Between Jarrett Jct. and Britton—Maximum speed 25 MPH. **Aberdeen**—MP 118.0 to MP 118.6 do not exceed 10 MPH.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Speed Test Boards—Engineers shall test speed of their trains passing following points as compared with speed table: Eastward Trains between MP 116 to MP 115.

Roll-by Inspection—Are required by train crews at initial terminals. A roll-by of one side is always required. If delay to be train will not result, both sides should be inspected. These roll-bys will be made at speeds not exceeding 10 MPH.

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 104.2.1 and 104.3.2B, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

Aberdeen and Kidder—Between the hours of 1200 to 1900, no trains can operate between Aberdeen and Kidder (MP 118.6 to MP 69.0) when ambient temperature reaches 80 degrees Fahrenheit, except as follows:

Permission to operate freight trains within these time and temperature restrictions may be granted by the Division Superintendent, Division Engineer, or Superintendent Operations.

Permission to operate work trains within these time and temperature restrictions may be granted by the supervisory Roadmaster.

8. Line Segments

Yard Line Segments

Line Segment Limits

2013 Aberdeen Yard

Road Line Segments

Line Segment Limits

209 End of Track (MP 69.0) to Aberdeen

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
54677 Britton	3.0 east of Jarrett Jct.	20	East
54699 Huffton	5.3 west of Claremont	20	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hanley Falls Subdivision BRANCH LINE STATIONS			Miles to Next Str.	EASTWARD ↑
				Rule 4.3	Type of Oper.	Line Segment		
		07288	0.0	HANLEY FALLS	JTR		6.1	
		53506	5.9	HAZEL RUN			5.3	
		35311	11.1	CLARKFIELD			6.4	
		53517	17.6	BOYD		TWC	9.3	
		53526	26.7	DAWSON	R		8.9	
		53535	34.3	MADISON MN	R		36.0	

Radio Channel No. 70 in service.

Radio Call-In
Granite Falls - 62(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Numbers

234-6404

1. Speed Regulations

1(A). Speed—Maximum

Hanley Falls to Madison **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

Bridge 0.2 - cars heavier than 134 tons 10 MPH.

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

1(D). Speed—Other

Item 1(A) 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

Hanley Falls to Madison 143 tons, Restriction D

3. Type of Operation

TWC—in effect:

MP 2.0 to MP 34.3

4. General Code of Operating Rules Items

Rule 6.19—When required to flag, distance will be 1.0 miles.

Rule 6.28—MP 0.7 (Station Sign Hanley Falls) to MP 0.0 (Tail Switch) and on East and West legs of wye at Hanley Falls.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Madison—Trackage between MP 34.3 and end of track at MP 35.9 is private industrial trackage.

Dawson—Close clearance between elevator track and main track MP 27.1. Do not pass over scale on the Elevator Track with a locomotive.

When practicable, unattended locomotives must not be left for more than two (2) hours between MP 26.5 and MP 27.5 to

reduce noise within the city of Dawson.

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 104.2.1 and 104.3.2B, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

Hanley Falls to Madison—Between the hours of 1200 to 1900, trains may operate between Hanley Falls and Madison (MP 0.03 to MP 35.3) at a maximum speed of 10 MPH when ambient temperature is between 80 degrees and 109 degrees Fahrenheit. Trains will not operate at any higher temperature.

Permission to operate freight trains in a manner different from these restrictions may be granted by the Division Superintendent, Division Engineer, or Superintendent Operations and by the supervisory roadmaster for work trains.

8. Line Segments

Road Line Segments

Line Segment Limits

223..... Hanley Falls to Madison

9. Locations Not Shown as Stations—None

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Hettinger Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
				Rule 4.3					
	9,690	08527	927.5	HETTINGER	BY	TWC ABS	2005	8.6	
	8,064	08538	936.1	BUCYRUS				13.1	
		08549	949.2	KNIFE RIVER				10.4	
	7,806	08560	959.6	BUFFALO SPRINGS				7.8	
		08567	967.4	BOWMAN				13.2	
	6,650	08581	980.6	RHAME				35.0	
	11,265	08615	1015.6	BAKER	B			12.5	
	4,600	08628	1028.1	PLEVNA				15.8	
	6,454	08644	1043.9	ISMAY				15.0	
	8,970	08659	1058.9	MILDRED				14.4	
	6,535	08673	1073.3	BLUFFPORT				5.6	
		03688	1078.9	TERRY	JB			151.4	

Radio Channel No. 54 in service.

Radio Call-In		
Hettinger - 27(X)	Bowman - 28(X)	Marmarth - 29(X)
Ismay - 30(X)	Terry - 94(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

(817) 234-6420, FAX (817) 234-6496

1. Speed Restrictions

1(A). Speed—Maximum

Hettinger to Terry **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions

MP 927.5 to MP 928.0 (HE only) 20 MPH.

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

1(D). Speed—Other

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

Hettinger to Terry 143 tons, Restriction C

Bowman elevator tracks restricted to one locomotive.

3. Type of Operation

TWC—in effect:

Between Hettinger MP 927.5 and Terry MP 1078.9.

Hettinger—Westward departing trains destined beyond Terry will obtain Forsyth Subdivision track warrant and track bulletin(s).

Yard limits—in effect:

Hettinger MP 927.5 to MP 930.0.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, flagging distance is 2.0

miles.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

- MP 950.9—Recall Code 297
- MP 977.6—Recall Code 298
- MP 1000.3—Recall Code 307
- MP 1023.2—Recall Code 308
- MP 1046.6—Recall Code 309
- MP 1075.8—Recall Code 947

6. FRA Excepted Track—None

7. Special Conditions

Automatic Switches—on siding Terry for Hettinger Subdivision.

Terry—Trains arriving Terry from the Hettinger Subdivision will not occupy the siding at Terry until they receive permission from the train dispatcher or receive their Forsyth subdivision Track Warrant.

Test Mile Locations

MP 942.0 to MP 943.0

Sidings—The following sidings are authorized for trains over 100 TOB: Hettinger, Buffalo Springs, Baker, Ismay, Mildred and Bluffport:

- Bucyrus and Buffalo Springs—When trains meet, the train holding the main track will not pass the automatic block signal at the near end of the siding until the train taking siding has arrived.

Roll-by Inspections on Cabooseless Trains

After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 31:

- MP 1068 to MP 1049.0
- MP 1013.0 to MP 982.0
- MP 948.0 to MP 944.0

8. Line Segments

Road Line Segments

Line Segment Limits

Mileposts

2005 Hettinger to Terry 927.5 to 1078.9

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
08545 Reeder - 750	8.5 west of Bucyrus	50	Both
08555 Scranton - 746	4.6 east of Buffalo Springs	66	Both
08595 Marmarth - 725	14.5 west of Rhame	7	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Jamestown Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			31.2	SURREY JCT. SWITCH	JX		DT TWC ABS		7.8	
			38.8	MAGNOLIA					5.0	
		03279	43.8	BUFFALO					5.9	
		03285	49.7	TOWER CITY					2.7	
	6,306	03288	52.4	KOLDOK					7.6	
	6,648	03296	60.0	PEAK					4.5	
		03301	65.5	VALLEY CITY	B		TWC ABS	26	3.7	
	6,330		69.2	SOUTH BERE A	Y				1.5	
	6,371	03306	70.9	NORTH BERE A	Y				5.4	
	7,940	03312	76.1	SANBORN	JT				5.3	
	6,470	03317	81.4	ECKELSON					7.7	
	6,302	03325	89.1	SPIRITWOOD	Y				5.6	
		03331	94.7	BLOOM					6.0	
		03336	99.2 99.2X 93.7X	JAMESTOWN	BJ X(2)Y		DT TWC ABS		8.0	
		03342	99.7	ELDRIDGE					9.3	
	6,998	03352	109.0	WINDSOR					3.8	
		03356	112.8	CLEVELAND					8.7	
	7,169	03364	121.5	MEDINA	B				12.9	
	10,829	03377	134.5	LADOGA					16.5	
	6,852	03394	151.0	STEELE			TWC ABS	38	10.7	
	8,260	03404	161.9	DRISCOLL					7.8	
	6,068	03412	169.6	STERLING					6.6	
	4,856	03419	176.2	McKENZIE	J				5.5	
	7,603	03424	181.6	BURLEIGH					8.2	
	7,400		189.8	PIERCE					4.6	
		03437	194.4	BISMARCK	Y				5.8	
		03444	200.3 0.0	MANDAN	BJTYM				177.1	

Radio Channel No. 70 in service Dilworth to MP 31.2.

Radio Channel No. 39 in service MP 31.2 to Mandan.

Radio Call-In		
Magnolia - 35(X)	Peak - 36(X)	Spiritwood - 37(X)
Jamestown - 38(X)	Cleveland - 39(X)	Tappen - 40(X)
Sterling - 41(X)	Mandan - 42(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers
(817) 234-6405, Fax (817) 234-6428

1. Speed Regulations

1(A). Speed—Maximum

Surrey Jct. to Mandan	Freight
Trains under 100 TOB	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 59.0 to MP 68.0	50 MPH.
MP 97.6, (East of Jamestown) to MP 96.0X, (West of Jamestown), Both tracks	35 MPH.
MP 108.0 to MP 112.5	50 MPH.
MP 192.0 to MP 200.0	35 MPH.

1(C). Speed—Switches and Turnouts

Jamestown—Over spring switch on Main 1
 track at west end of yard 35 MPH.
 Jamestown—through crossover at MP 93.1X 10 MPH.
 Trains through No. 20 turnouts and on sidings at the following locations:

Magnolia—Through turnout end of
 double track 35 MPH.
 Koldok—East and west siding switches 25 MPH.
 Peak—East siding switch 25 MPH.
 Eckelson—West siding switch 25 MPH.
 Bloom—Through turnout at end of
 double track 35 MPH.
 Eldridge—Through turnout at end of
 double track 35 MPH.
 Windsor—East and west siding switches 25 MPH.
 Medina—East and west siding switches 25 MPH.
 Ladoga—East siding switch 25 MPH.
 Steele—East and west siding switches 25 MPH.
 Driscoll—East and west siding switches 25 MPH.
 Burleigh—East and West siding switches 25 MPH.
 Pierce—East and West Siding Switches 25 MPH.
 Ladoga—East and West Siding Switches 25 MPH.
 All Other Sidings and turnouts 10 MPH.

1(D). Speed—Other

Bridge 196, Bismarck, cars heavier than
 136 tons 25 MPH.
 Valley City Low Line:
 Shoefly MP 67.3 to MP 67.5 5 MPH.
 Trackage east of Central Ave 5 MPH.
 Mandan Yard Tracks 4, 5 and 6 5 MPH.

Cold Weather Restrictions

When temperature is 20 degrees Fahrenheit (-25 F) or colder, the following speed restrictions apply:
 Freight trains 100 TOB and over 40 MPH.
 Freight Trains up to 100 TOB 50 MPH.
 9 symbol intermodal trains may operate at the maximum allowable speed for the subdivision.

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

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

Surrey Jct. switch to Mandan 143 tons, Restriction E
 Sanborn to Rogers 134 tons, Restriction G
 Cars 43 ft. long loaded to 143 tons are limited to strings of five cars or less over Bridge 196.6 (Bismarck).

Six-axle locomotives and six-axle derricks not permitted on the following tracks:
 Valley City—freight lead.
 Jamestown—wye track, storage tracks south of belt track (140), scale and track 114.
 Between MP 1.0 and MP 9.6 Sanborn and Rogers.
 Medina—Elevator Track (6302) and Runaround Track (6301).
 Berea—Elevator spur tracks to Peavey and AGP Elevators.

Not more than one six-axle locomotive permitted on the following tracks:
 Spiritwood—Locomotives not permitted on scale or inside building at east end of Ladish Malt Plant trackage.

3. Type of Operation

Mandan—Eastward departing trains destined beyond Surrey Jct. Switch will obtain K.O. Subdivision track bulletins showing restrictions between Surrey Jct. Switch and Dilworth.

When necessary to occupy or foul main track in yard limits crew members of train and engines, yard pilots or work equipment, and employees in charge of maintenance, communications, signal employees and work equipment must obtain permission and route from yardmaster at Mandan. Yardmaster permission

does not dispense with use of track flags as required by Rule 5.4.2 and 5.4.7, Rules of Maintenance of Way for impassable track or to provide protection for on-track and/or off-track equipment fouling main track.

Jamestown—RRVW train crew member must receive permission from dispatcher before occupying main track. Complying with protection for operation against current of traffic in yard limits may then be established by crew observing provisions of 2nd paragraph of General Code of Operating Rule 9.17, and after opening switch, waiting 5 minutes at the switch to establish block signal protection. Once permission is received from dispatcher, RRVW train crew must remain on BNSF radio frequency until they have completed all movements on BNSF track and have returned to RRVW track.

Yard Limits—in effect:

South Berea and North Berea MP 68.0 to MP 72.0
 Eckelson and Bloom MP 87.0 to MP 90.2
 Bloom and Eldridge MP 97.6 to MP 96.0X
 Burleigh and Mandan MP 192.0 to MP 200.3

Manual Interlocking Mandan—Eastward absolute signal and dual control switch (MP 198.9) are controlled by Mandan Yardmaster

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.5 miles.

Rule 6.28 Applies—Trackage between Sanborn and Rogers is Industrial track.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 61.8 (DED Only)—WWD only—Recall Code 357
 - MP 68.5 (DED Only)—EWD only—Recall Code 358
- B. Other TWD locations
 - MP 48.9—Recall Code 367
 - MP 61.8 (DED Only)—EWD only
 - MP 68.5 (DED Only)—WWD only
 - MP 73.4—Recall Code 368
 - MP 87.4—Recall Code 378
 - MP 117.5—Recall Code 398
 - MP 144.4—Recall Code 408
 - MP 172.7—Recall Code 418
 - MP 192.1—Recall Code 428

6. FRA Excepted Track—None

7. Special Conditions

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

Westward Trains—Between MP 101.0 to MP 102.0 between Eldridge and Windsor.

Eastward Trains—Between MP 188.0 to MP 187.0 between Bismarck and Burleigh and between MP 88.0 to MP 87.0 between Spiritwood and Eckelson.

Automatic Switches—At Magnolia, Bloom, Eldridge, Medina, Ladoga, Steele, Sanborn, Driscoll, Peak, Burleigh, Windsor, Jamestown, South Berea and Pierce.

“Push buttons” on signal masts not installed at Bloom and Eldridge.

Automatic Switch—West Jamestown—When leaving the yard at Jamestown, trains must not pass overlap sign location until authorized to proceed. To enter main track and movement has been authorized to proceed, movement must be made past the overlap sign. Further movement must not be made until the signal governing movement over the switch indicates proceed. If the signal does not indicate proceed within 5 minutes, hand operate the switch.

Sidings

Sterling and South Berea—Trains over 100 Tons/OB must not use siding.

McKenzie and North Berea—Siding is not to be used for meeting mainline trains due to non-bonded track, causing unfavorable signal indications.

South Berea—Normal position of the east crossover switch is lined for crossover movement to the main track.

Sanborn—Trains using siding must not occupy depot crossing until crossing gates are down and lights activated.

Valley City Low Line—Placarded cars must be left in vicinity of high bridge away from the school and hospital as far as possible.

Berea—Do not park cut off locomotives next to the elevator account of exhaust fumes entering building.

Spiritwood—At Ladish Malt, a blue light has been installed north of No. 2 track at the west corner of elevator. Flashing blue light indicates men are working on or about cars on all tracks within the plant area and cars must not be coupled into or moved. The flashing blue light will be extinguished by Ladish employees when switching may be performed within plant area.

Flashing orange light installed on northwest corner of building over track 4 and track 5 indicates men are working on or about cars. DO NOT couple into or move cars on track 4 or track 5 when lit.

Jamestown—West end of Track #7 and RRVW connection has target normal (green) for Seven track operation. Not for RRVW connection.

Mandan—Derails located both ends main track and 1 track for protection of unattended locomotives.

Grade Markers—Have been placed at the following locations:

<u>Eastbound</u>	<u>Westbound</u>
Signal 96.6	Signal 58.3
Signal 99.0	Signal 92.9
Signal 196.8	Signal 104.5
	Signal 106.7

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 31:

- MP 165.0 to MP 167.0
- MP 102.0 to MP 104.0
- MP 91.0 to MP 94.0

Sidings With Derails—McKenzie, Sterling, Spiritwood, Eckelson, North Berea, and Koldok.

8. Line Segments

Yard Line Segments

Line Segment Limits

287 Jamestown State Hospital
 566 Jamestown
 730 Bismarck
 731 Mandan
 732 Mandan Shop

Road Line Segments

Line Segment Limits Mileposts

266 Valley City Low Line 64.4 to 70.6
 26 Surrey Jct. switch - Jamestown ... 31.2 to 99.2
 38 Jamestown to Mandan 92.2X to 200.3
 281 Sanborn to Rogers 0.0 to 9.6

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
03270 Wheatland	4.6 east of Magnolia	23	East
03301 Valley City Lowline	5.1 east of South Berea	Yard	West
03301 Valley City Ind Park	0.6 west of Valley City	34	East
57310 Rogers	9.7 west of Sanborn	10	Both
03321 Urbana	3.9 west of Eckelson	55	East
03326 Ladish Spur	0.2 west of Spiritwood	Yard	Both
03339 Peavy West Elevator	1.7 west of Jamestown	65	Both
03380 Tappen	3.1 west of Ladoga	46	East
03386 Dawson	7.7 west of Ladoga	30	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Madison Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				(BNSF and E&E Crossings)						
		54418	0.0		SIOUX FALLS	BJTUR			1.1	
		54298	1.1		EAST JCT	JR			1.8	
		54297	2.9		WEST JCT	JR			7.0	
		54293	9.9		CROOKS			199	4.9	
		54287	14.8		LYONS				6.2	
		54281	20.6		COLTON		TWC		7.6	
		54274	28.2		CHESTER				7.6	
		54274 54266	35.8 325.2		WENTWORTH				9.4	
		64807	334.6		MADISON SD	R		224	45.6	

Radio Channel No. 66 in service.

Radio Channel No. 66 in service in yard at Sioux Falls.

Radio Call-In
Sioux Falls - 90(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Numbers

Monday-Friday: 234-6404, except 0700-1500: 234-2356

1. Speed Regulations

1(A). Speed—Maximum

Sioux Falls to Madison **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Sioux Falls—approaching 6th and 8th Street crossings 5 MPH.
 Sioux Falls—within City limits to MP 4.0 10 MPH.
 Wentworth—over new connecting track 5 MPH.
 Item 1(A) 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
 Sioux Falls to Madison 134 tons, Restriction G

3. Type of Operation

Restricted Limits—in effect:

Sioux Falls—MP 4.0

Madison—MP 332.4

TWC—in effect:

MP 4.0 to MP 332.4.

4. General Code of Operating Rules Items

Rule 6.19—When required to flag, the distance will be 1 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 104.2.1 and 104.3.2B, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

Sioux Falls to Madison—Between the hours of 1200 to 1900, no trains can operate between Sioux Falls and Madison (MP 0.0 to MP 334.6) when ambient temperature reaches 80 degrees Fahrenheit.

Permission to operate freight trains within these time and temperature restrictions may be granted by the Division Superintendent, Division Engineer, or Superintendent Operations.

Permission to operate work trains within these time and temperature restrictions may be granted by the supervisory Roadmaster.

Sioux Falls (Between West Junction and Dell Rapids)—Prior to occupying L. G. Everest Company tracks, conductor must obtain "track permission" from L. G. Everest Company in the following format, by calling (605) 428-5419: "Engine (number) may move between West Junction and Dell Rapids after (time). Tracks clear of L. G. Everest Company engines and cars. Report clear."

Do not exceed 10 MPH on L. G. Everest tracks.

Rule 6.28 in effect on L. G. Everest tracks.

Sioux Falls—Normal position for main track switch at east and west junction is lined and locked for Madison Subdivision.

Madison—When spotting cars at Terra Chemical, only two (2) locomotives and two (2) cars are permitted at one time to go over Proco switch. Red flag 340 east of Proco switch.

8. Line Segments

Yard Line Segments

Line Segment Limits
 554 Sioux Falls

Road Line Segments

Line Segment Limits
 199 Sioux Falls to Wentworth
 224 Wentworth to Madison

9. Locations Not Shown as Stations—None

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Marshall Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		07109	222.2	SIOUX CITY (18th Street Yard)	BJTR			8.9	
		07118	212.7	HINTON				1.3	
		07119	211.4	WREN TOWER	A			5.5	
7,000		07125	205.9	MERRILL				12.5	
		07138	193.4	STRUBLE				13.2	
		07151	180.2	SIOUX CENTER				3.4	
10,686		07154	176.8	AIRPORT				13.2	
		07168	163.6	DOON				5.7	
5,198		07173	158.0	ALVORD				6.8	
		07180	151.0	LESTER				6.5	
7,000		07187	144.7	HILLS				6.6	
		07194	138.1	MANLEY				10.7	
11,377		07204	127.3	GARRETSON	JT			3.3	
		07207	124.0	SHERMAN				7.7	
		07215	116.3	JASPER				4.6	
11,641		07220	111.7	IHLEN				3.5	
		07223	108.2	SPLIT ROCK				3.3	
		07226	105.0	PIPESTONE		TWC	197	8.8	
		07235	96.2	HOLLAND				7.8	
7,200		07243	88.3	RUTHTON				5.0	
		07248	83.3	FLORENCE				7.9	
		07256	75.5	RUSSELL				5.9	
		07262	69.6	LYND				7.0	
7,553		07270	62.6	MARSHALL				12.7	
		07281	50.0	COTTONWOOD				2.6	
7,000		07283	47.4	SHAM LAKE				3.6	
3,070		07288	43.8	HANLEY FALLS	JT			3.1	
9,146			40.7	LORNE				6.5	
5,013		07297	34.2	GRANITE FALLS	A			5.6	
		07303	28.6	ASBURY				3.5	
		07306	25.2	MAYNARD				5.9	
7,569		07312	19.2	CLARA CITY				7.6	
2,757		07320	11.6	RAYMOND				6.1	
		07326	5.5	PRIAM				5.9	
		03092	0.0	WILLMAR	BJTXR			222.2	

Radio Channel No. 70 in service.

Train Dispatcher Telephone Numbers

234-6404

On the Sioux City Subdivision, Nebraska Division, MP 102.01 to Sioux City is part of and under the jurisdiction of the Dakota Division.

Radio Call-In		
Sioux City - 53(X)	Sioux Center - 67(X)	Garretson - 65(X)
Pipestone - 64(X)	Marshall - 63(X)	Granite Falls - 62(X)
Willmar - 73(X)		
Emergency - Call 911		
For Dispatcher X=1, For Mechanical X=2, For Field Support X=3		

1. Speed Regulations

1(A). Speed—Maximum

Sioux City to Willmar **Freight**
49 MPH.

1(B). Speed—Permanent Restrictions

MP 2.0 to MP 29.0 49 MPH.
MP 29.0 to MP 60.0 45 MPH.
MP 60.0 to MP 80.0 40 MPH.
MP 80.0 to MP 119.0 45 MPH.
MP 119.0 to MP 142.0 40 MPH.
MP 142.0 to MP 170.1 45 MPH.
MP 170.1 to MP 172.3 25 MPH.
MP 172.3 to MP 219.0 45 MPH.

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

1(D). Speed—Other

Sioux City—Head end speed restriction over
18th Street crossing MP 222.2 10 MPH.
Wren Tower—over crossing diamond MP 211.4 30 MPH.
Pipestone—On Rock island Main track,
Cargill Grain track and BNSF transfer track 5 MPH.
Eastward trains MP 32.0 (HER) 30 MPH.
TC&W Railroad crossing MP 32.7 30 MPH.
Westward trains MP 34.0 (HE only) 30 MPH.
Hanley Falls—Connection track to Minn. Valley RR
and connection tracks to Hanley Falls Subdivision 5 MPH.
All sidings 10 MPH.
Between 1200 hours and 2000 hours, when the ambient temperature
exceeds 90 degrees Fahrenheit, all trains over 100 TOB must not exceed
30 MPH, and all trains under 100 TOB must not exceed 45 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sioux City to Willmar 143 tons, Restriction D

3. Type of Operation

Restricted Limits—in effect:

MP 219.0 to MP 222.2
MP 2.0 to MP 0.0

TWC—in effect:

MP 219 (Sioux City) to MP 2.0 (Willmar)

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, tunnel or other structures: None

B. Other TWD Locations
MP 46.1—Recall Code 628
MP 75.8—Recall Code 737
MP 113.5—Recall Code 648
MP 160.1—Recall Code 658
MP 197.5—Recall Code 678

6. FRA Excepted Track—None

7. Special Conditions

Test Mile Locations

MP 209—MP 208
MP 135—MP134
MP 122—MP 121
MP 8—MP 7

Sioux City—All trains and on-track equipment arriving off the Marshall subdivision are to contact the Sioux City yardmaster before passing 46th Street.

All trains and on-track equipment arriving off the Sioux City Subdivision (Nebraska Division) are to contact the Sioux City yardmaster before passing MP 101.0.

To enter the Sioux City Subdivision at Ferry, Nebraska Northeastern trains, engines or equipment must receive permission from the Sioux City Yardmaster. The industry tracks at Ferry and West Bing siding have been designated as interchange points. All BNSF and Nebraska Northeastern trains and engines must notify Sioux City Yardmaster before entering or occupying the trackage between MP 4.0X and MP 8.0 on the Nebraska Northeastern and between MP 0.0X and MP 4.0X on the Sioux City Subdivision, Nebraska Division.

Normal position of main track switches DOES NOT APPLY at the main track switches:

7th St. crossover, 18th St. crossover, main track switch at 31st St. and west end of new pass switch.

These switches may be left lined as last used; however they MUST BE LOCKED. Trains and engines must approach these switches expecting to find them lined against movement.

Sioux City Subdivision (Nebraska Division) at MP 107.84, Grand Ave., bridge height restriction 19 feet 6 inches.

Pipestone—Not more than two locomotives and four cars are permitted on Old Rock Island track at one time.

Sherman—Six-axle locomotives not permitted on elevator track.

Garretson—Locomotives will be set out on track 13 only account protected by derails at both ends.

Marshall—At Minnesota Corn Processors, BNSF authorized to operate over lead and switch on tracks 7 and 8 only.

Granite Falls—Trains and engines occupying main track at depot or lining West siding switch or crossover switches for movements out of siding automatically establish route for westward movement through interlocking provided no conflicting movement on Twin Cities Western track. Route will remain established for approximately four minutes. If route is not used, Automatic Interlocking control can be taken away by Twin Cities Western trains or engines approaching interlocking.

Crossing Protection—When using sidings and/or industry tracks at the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning signals are known to be operating for over 20 seconds:

- MP 11.54 Colfield Ave. Raymond
- MP 43.61 Highway 38 Hanley Falls
- MP 43.93 Highway 18 Hanley Falls
- MP 62.19 Fairview Marshall
- MP 128.01 Dows Street Garretson
- MP 49.98 City Road 80 Cottonwood
- MP 50.14 City Road 9 Cottonwood
- MP 34.17 9th Street Granite Falls
- MP 19.44 Main Street Clara City

Cold Weather Restrictions

When temperature is minus 25 degrees Fahrenheit (-25 F) or colder, the following speed restrictions apply:
 Freight trains 100 TOB and over 40 MPH.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 31:

- MP 30.0 to MP 34.0
- MP 69.0 to MP 75.0
- MP 116.0 to MP 123.0
- MP 149.0 to MP 153.0
- MP 206.0 to MP 212.0

8. Line Segments

Yard Line Segments

Line Segment Limits

- 552 Willmar
- 555 Sioux City Yard
- 556 Sioux City Terminal Co.
- 559 Pipestone

Road Line Segments

Line Segment Limits

- 197 Sioux City to Willmar

Ballast Pits

Line Segment Limits

- 579 Granite Falls

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
07132 Northwest Iowa Farm Bureau Service Co.	7.1 east of Struble	8	West
Sioux Preme Packing Co.	3.2 east of Sioux Center	6	East
07224 Jasper Grain Track	4.1 east of Ihlen	54	Both
07250 Southwestern Minnesota Dairy Association Spur	1.0 east of Russell	12	East
07265 Lyon Farm Center	1.5 east of Marshall	6	West

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Mitchell Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		60320	295.3	CANTON	JT		2002	8.4	
		60328	303.7	WORTHING		TWC		6.8	
		60336	310.5	LENNOX				4.9	
		60341	315.4	CHANCELLOR				7.8	
		60349	323.2	PARKER				6.5	
		60355	329.7	MARION				15.0	
		60370	344.7	BRIDGEWATER				7.0	
		60377	351.7	EMERY				8.9	
		60386	360.6	ALEXANDRIA				13.2	
		60399	373.5	MITCHELL	JT			Rule 6.28	78.5

Radio Channel No. 66 in service.

Radio Call-In	
Viborg - 68(X)	Mitchell - 69(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Telephone Numbers

Monday-Friday: 234-6404, except 0700-1500: 234-2356

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Canton to Mitchell	25 MPH.

1(B). Speed—Permanent Restriction—None

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

1(D). Speed—Other

Canton wye tracks 10 MPH.
 Industry and yard tracks 5 MPH.
 Item 1(A) 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**

Canton to Mitchell 134 tons, Restriction D

Six-axle locomotives and six-axle derricks are permitted to operate on the main track only and within Rule 6.28 territory between MP 372.5 and MP 373.5. Elevator tracks at the following stations may be used by six-axle locomotives:

- Parker—MP 323.2
- Marion—MP 329.7
- Emery—MP 351.7

3. Type of Operation

TWC—in effect:
 MP 296.7 to MP 372.5.

4. General Code of Operating Rules Items

- Rule 6.19**—When flagging required distance is 1 mile.
- Rule 6.28**—Mitchell MP 372.0 to MP 373.5.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Canton to Mitchell—Between the hours of 1200 to 1900, no trains can operate between Canton and Mitchell (MP 295.3 to MP 373.5) when ambient temperature reaches 80 degrees Fahrenheit.

Permission to operate freight trains within these time and temperature restrictions may be granted by the Division Superintendent, Division Engineer, or Superintendent Operations.

Permission to operate work trains within these time and temperature restrictions may be granted by the supervisory Roadmaster.

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 104.2.1 and 104.3.2B, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

8. Line Segments

Yard Line Segments
Line Segment Limits
 2011 Mitchell Yard

Road Line Segments
Line Segment Limits
 2002 Canton to Mitchell

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mobridge Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		54721	707.0	ABERDEEN		JTB	Rule 6.28	2005	2.1	
			709.1	ABERDEEN WEST					11.0	
9,446	08320	720.1		MINA			CTC	2005	8.1	
	08328	728.2		CRAVEN					5.1	
	08333	733.3		IPSWICH					8.3	
7,834	08341	741.6		BEEBE					7.0	
	08349	748.6		ROSCOE					8.6	
7,758	08357	757.2		GRETNA					13.7	
7,429	08370	770.9		ALAMO					5.7	
	08377	776.6		JAVA JCT					7.6	
7,673	08384	784.2		SELBY					12.1	
7,970	08396	796.3		GLENHAM	M				8.8	
	08405	805.1		MOBRIDGE	T				11.9	
7,552	08417	817.0		WAKPALA					18.4	
9,643	08435	835.4		McLAUGHLIN	B	ABS TWC			28.2	
7,735	08464	863.6		McINTOSH					18.5	
7,747	08482	882.1		MORRISTOWN					12.5	
6,508	08495	894.6		THUNDERHAWK			15.1			
8,326	08510	909.7		PETREL			17.8			
9,690	08527	927.5		HETTINGER	BY		220.5			

Radio Channel No. 85 in service.

Radio Channel No. 36 in service in yard at Aberdeen.

Radio Call-In		
Aberdeen West - 71(X)		Roscoe - 97(X)
Mobridge - 98(X)	Walker - 83(X)	Marmarth - 29(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Monday-Friday: 234-6403, except 0700-1500: 234-2356

1. Speed Regulations

1(A). Speed—Maximum

Aberdeen to Hettinger **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions

MP 706.0 to MP 709.1 (HER) 20 MPH.
MP 801.5 to MP 802.7 10 MPH.

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

1(D). Speed—Other

All sidings 10 MPH.
Aberdeen over 3rd and 6th Avenue crossing (HER) 10 MPH.
Aberdeen—over the East and West Leg of wye 10 MPH.
Over scale at Sun Products at MP 731.0 5 MPH.

When entering industry or yard tracks in Aberdeen Yard, trains or engines cannot exceed 7 MPH over the switch in a facing point movement with the following exceptions:

- Geneseo Subdivision Jct. Switch
- Great Northern Yard Switch
- DM&E Transfer Switch
- Drill Switch
- Rip Lead Switch
- East and West Fuel Dock Switches
- East and West South Legs of Wye Switches
- East and West No. 1 Track Switches
- East North Lead Switch
- West Power Switch
- Mardian's Switch
- Roundhouse Lead Switch
- Old Farmers Elevator Switch
- DM&E American News Switch

Item 1(A) 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

Aberdeen to Hettinger 143 tons, Restriction C

McIntosh elevator track restricted to one locomotive.

McLaughlin elevator track restricted to a maximum of one six-axle locomotive.

Freight trains over 100 TOB are permitted only on the following tracks:

- Main track between Aberdeen and Hettinger.
- Sidings at Beebe, Selby, Glenham, Wakpala, Morrystown, Petrel and Hettinger.
- Loaded coal trains only permitted on tracks 1, 2, and 3 at Aberdeen.
- Eastward trains exceeding 100 TOB are not permitted to enter Track 2 from the west end at Aberdeen.
- Trains exceeding 100 TOB are not permitted on Tracks 10, 11, 12, 13 and 14 at Aberdeen.

3. Type of Operation

CTC—in effect:

Aberdeen West to MP 783.1

TWC—in effect:

MP 783.1 to MP 927.5

Yard Limits—in effect:

MP 925.0 to MP 927.5

Manual Interlocking—Eastward and westward absolute signals and dual control switches at east siding switch Glenham (MP 795.6) and west siding switch Glenham (MP 797.1) are controlled by train dispatcher. Method of operation for maintenance of way is track and time.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1 mile.

Rule 6.28—MP 706.0 to MP 709.1—(HER)

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

- | | |
|-----------|-----------|
| MP 727.70 | MP 733.67 |
| MP 728.50 | MP 748.51 |
| MP 733.40 | MP 763.69 |
| MP 733.29 | MP 764.20 |
| MP 733.61 | MP 776.62 |

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 752.5—Recall Code 978
 - MP 787.4—Recall Code 988
 - MP 813.2—Recall Code 989
 - MP 840.8—Recall Code 277
 - MP 866.8—Recall Code 278
 - MP 886.5—Recall Code 279

6. FRA Excepted Track—None

7. Special Conditions

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

Eastward trains between MP 919.0 to MP 918.0 and MP 787.0 to MP 786.0

Westward trains between MP 723.0 to MP 724.0 and MP 809.0 to MP 810.0

Between Aberdeen and Mobridge—Dual control switches located as follows:

- Aberdeen Yard—West end
- Glenham—East and West end of siding

Loaded grain and fertilizer cars are authorized on sidings and industrial tracks for originating grain trains, and fertilizer setouts at McLaughlin, Thunderhawk, Lemmon, and Scranton.

Aberdeen Yard—Normal position for east leg of wye switch from the drill track north of the overpass is lined for through movement on the drill track.

Sixth Ave.—Color light type indicators located adjacent to all tracks on both sides of the street crossing governing train and engine movements over crossings are in service. When yellow is displayed, traffic signals are at stop and rail movements may be made over crossings. When red is displayed the following will govern: Push buttons for manual control of the traffic signals are located on masts of the indicators. When indicator displays red after a train has approached to within 50 feet of the crossing a member of the crew must operate the button. If indicator continues to display red, movement must be made as per Rule 6.32.1.

Roll-by Inspection—Are required by train crews when entering the main track from junction points and 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. These roll-bys will be made at speeds not exceeding 10 MPH.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 31:

- MP 925.0 to MP 917.0
- MP 894.0 to MP 887.0
- MP 831.0 to MP 814.0

8. Line Segments

Yard Line Segments

Line Segment Limits

2013 Aberdeen Yard

Road Line Segments

Line Segment Limits

2005 Aberdeen to Hettinger

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
08519 Haynes	9.6 west of Petrel	15	East
08504 Lemmon	9.2 west of Thunderhawk	80	West
08451 Walker	15.2 west of McLaughlin	50	East
08428 Mehto	10.3 west of Wakpala	8	East
08378 Java	1.5 west of Java Jct.,	25	East
08364 Bowdie	6.7 west of Gretna	54	Both
08330 Sun Products	2.1 west of Craven	80	Both
54721 So Dak Wheat Growers	2.2 west of Aberdeen	54	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Moorhead Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
	16,996	03204	212.3	EAST BRECKENRIDGE	TX(2)	CTC	22	1.8	
		03209	0.0	WAHPETON JCT.	J			12.4	
		10012	12.3	KENT				9.0	
	9,510	10021	21.3	WOLVERTON		TWC ABS	288	6.8	
		10028	28.1	COMSTOCK				13.1	
	5,966		41.3	SOUTH MOORHEAD	Y			43.1	

Radio Channel No. 54 in service.

Radio Call-In	
Breckenridge - 45(X)	Wolverton - 47(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Between MP 212.32 to MP 216.8 to MP 0.0 to MP 6.1 Red River Valley, Western Timetable and special instructions apply.

Train Dispatcher Telephone Numbers

8-234-6403

1. Speed Regulations

1(A). Speed—Maximum

Freight

E. Breckenridge to South Moorhead 25 MPH.

Note: Advance sign for eastward trains is placed at MP 42.3.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Wolverton siding 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

E. Breckenridge to South Moorhead 143 tons, Restriction C

3. Type of Operation

TWC—in effect:

Originating trains must obtain Track Warrant listing track bulletins in effect.

Yard Limits—in effect:

S. Moorhead MP 41.3 to East Dilworth

All BNSF trains must obtain RRVW track warrant, listing track bulletins in effect before entering RRVW 1st Subdivision at Breckenridge. Trains will obtain track warrant before leaving Willmar and Dilworth. To receive track warrant call RRVW dispatcher on BNSF telephone. RRVW dispatcher number 8-280-7338.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distances will be 1.5 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Speed Test Boards—Engineers shall test speed of their trains passing following points as compared with Speed Table: Westward trains between MP 16.0 to MP 17.0 approximately 4 miles west of Kent.

Eastward trains between MP 33.0 to MP 34.0.

Detour Movements—Conductors of trains operating on detour route with double stack, automobile or Hi-wide equipment must notify dispatcher prior to departure on detour route. Dispatcher will determine if clearance problems exist.

The following crossings must be protected by flagman:

Kent—When elevator track is occupied by a train, members of train crew must be stationed at Third Street MP 12.3 crossing and also at State Aid Road No. 7 MP 12.1 crossing to flag highway traffic over these crossings.

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 27.9 West of Dakota Jct. to MP 24.2 at Fargo Yard office on Dakota 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.

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.

OCS will not be 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.

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher or control operator:

- Signal indication of a controlled signal.
 - Verbal permission from the train dispatcher or control operator.
- OR
- Written OCS permission when joint with Maintenance of Way employees or when operating a train against the current of traffic.

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 permission 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:

- Yard Channel 20
- Road Channel #1-66
- Road Channel #2-70

When working, approaching or traveling on main tracks all employees will utilize Road Channel 2 (70)

All other movements or work other than Main track will utilize Yard Channel 20.

D. Train Inspection

Dilworth/Fargo—Roll-by inspection required of departing trains at speed not exceeding 10 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.

Between MP 2.0 Prosper Subdivision and Dakota Jct., Hillsboro Subdivision, Dakota Connecting track Rule 6.28 applies

Roll-by Inspection—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. These roll-bys will be made at speeds not exceeding 10 MPH.

8. Line Segments

Road Line Segments

Line Segment Limits

- 288 Wahpeton Jct. to South Moorhead
- 22 E. Breckenridge to Wahpeton Jct.

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
10007 Brushvale	7.4 west of Wahpeton Jct.	22	Both
10033 Rustad	5.1 west of Comstock	35	West
Simplot	9.9 west of Comstock	14	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Morris Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			98.0	CP 98					4.3	
		03092	102.3	WILLMAR	BJTX(2)		2MT CTC		2.7	
			105.0	CP 105					3.9	
		03099	108.9	PENNOCK					7.4	
8,866	03107	116.3	KERKOVEN						4.5	
	03111	120.8	MURDOCK						4.6	
	03116	125.3	DE GRAFF						7.0	
18,443	03123	132.3	BENSON	JTX(2)					6.2	
	03129	138.5	CLONTARF						10.2	
	03139	148.7	HANCOCK				CTC	22	8.8	
20,074	03148	157.6	MORRIS	JTX					8.2	
7,384	03156	165.7	DONNELLY						10.5	
	03167	176.2	HERMAN						4.9	
7,174	03172	181.0	NORCROSS						11.5	
	03183	192.7	TINTAH						2.8	
	03186	195.6	ABERDEEN JCT.	AJ					4.4	
13,756	03190	199.8	CAMPBELL						7.2	
	03198	206.9	DORAN						5.1	
16,966	03204	212.3	EAST BRECKENRIDGE						114.2	

Radio Channel No. 54 in service.

Radio Call-In		
Willmar - 52(X0)	Breckenridge - 45(X)	Benson - 31(X)
Morris - 54(X)	Tintah - 56(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

8-234-6403

1. Speed Regulations

1(A). Speed—Maximum

CP 98 to East Breckenridge **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Through No. 20 turnouts at following locations:
 MP 105.0 35 MPH.
 MP 100.72 crossover Main 1 to Main 2 35 MPH.
 MP 194.9 Aberdeen Line Jct. Soo/CP crossing—speed signs placed 25 MPH.
 East switch at Breckenridge MP 211.9 25 MPH.
 Campbell West Switch 25 MPH.
 Willmar East Rip Track Switch 5 MPH.
Through No. 11 turnouts at following locations:
 MP 102.66—Crossover between MT 1 and MT 2 10 MPH.
 MP 102.75—Crossover between MT 1 and MT 2 10 MPH.
 Movements to/from Sioux City Line Jct. to/from North Lead and Scale Lead Willmar Yard 5 MPH.

1(D). Speed—Other

On noncontrolled siding Benson 10 MPH.
 Morris on east and west legs of wye 5 MPH.
Sidings and turnouts:
 Kerkhoven 25 MPH.
 Benson east siding switch and controlled siding 25 MPH.
 Morris 25 MPH.
 Donnelly 25 MPH.
 Norcross 25 MPH.
 Willmar scale lead 10 MPH.
 Willmar roundhouse 5 MPH.
 On north lead—westward head-end movements over 7th St. MP 102.5 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**

CP 98 to E. Breckenridge 143 tons, Restriction A

3. Type of Operation

TWC Instructions—Originating trains must obtain Track Warrant listing track bulletins in effect.

Yard Limits—in effect:

Red River Valley Western operates Main track from MP 212.32. 6.13 Yard Limits are in effect within these limits. Burlington Northern Santa Fe trains must contact RRVW Operations on AAR Channel 61 for permission to pass MP 212.32 Westward.

All BNSF trains must obtain RRVW track warrant, listing track bulletins in effect before entering RRVW 1st Subdivision at Breckenridge. Trains will obtain track warrant before leaving Willmar. To receive track warrant call RRVW dispatcher on BNSF telephone. RRVW dispatcher number 8-280-7338.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distances will be 1.5 miles.

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

MP 104.07
 MP 122.7

Electric lock switches—At Benson or Morris, these must not be used to enter or leave main track without permission from control operator.

At Benson, hand-operated switch installed at MP 134.3.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None
 B. Other TWD locations
 MP 121.6—Recall Code 318
 MP 161.1—Recall Code 548
 MP 189.9—Recall Code 568

6. FRA Excepted Track—None

7. Special Conditions

Speed Test Boards—Engineers shall test speed of their trains passing following points as compared with Speed Table: Eastward trains between MP 33.0 to MP 34.0.

Morris—At Morris when occupying elevator track, the following crossings must be protected by flagmen:

MP 157.2—5th Street
 MP 157.3—6th Street
 MP 157.4—7th Street

Detour Movements—Conductors of trains operating on detour route with double stack, automobile or Hi-wide equipment must notify dispatcher prior to departure on detour route. Dispatcher will determine if clearance problems exist.

The following crossings must be protected by flagmen:
Campbell—On house track over State Aid Road No. 11 MP 199.8 just west of depot.

Herman—Old siding and all elevator tracks unless gates are down.

Donnelly—On industry track over Fourth Street crossing MP 165.7.

Willmar—Loaded coal trains permitted only on the following tracks:

- Main 1
- Main 2
- Track 17 via north lead or extension track

Murdock—Locomotives may not stop on scale on elevator track.

DeGraff—Close clearance exits at loading ramp located on elevator track.

Benson—The Appleton Subdivision switch when lined for Appleton Subdivision will display red target on non-controlled siding.

During switching movements, make every effort to keep one downtown crossing (12th Street, MP 132.56; 13th Street, MP 132.63 or 14th Street, MP132.70) open for vehicular traffic.

If it is impossible to keep a crossing open due to the size of movement handled, switching movements must stop and traffic cleared at intervals not to exceed ten (10) minutes.

If a crossing must be blocked for longer than (5) minutes due to mechanical failure, etc., a crew member must communicate with the dispatcher who will relay the information to the Swift County Sheriff and Benson Police Departments.

Willmar—Do not exceed 5 MPH on St. Cloud stub track. Switching on this track restricted to daylight hours only.

8. Line Segments

Yard Line Segments

Line Segment Limits
 552 Willmar

Road Line Segments

Line Segment Limits
 22 CP 98 to E. Breckenridge
 203 Willmar Jct. MP 55.0 to MP 53.1

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Coop Spur	1.7 west of Murdock	16	West
03178 Charlesville	6.4 west of Norcross	16	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sarpy Line Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		03795	0.0	SARPY JCT.	J	TWC	315		35.9	
	6,874	03936	37.4	KUEHN	R				35.9	

Radio Channel No. 66 in service.

Radio Call-In	
Sarpy Jct - 26(X)	Kuehn - 28(X)
Bear Creek - 22(X)	Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Telephone Numbers

(817) 234-6465, FAX (817) 234-6462

1. Speed Regulations

1(A). Speed—Maximum

Sarpy Jct. and Kuehn **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Kuehn—East and West Switches 10 MPH.

1(D). Speed—Other

Kuehn around Loop Track 10 MPH.
Kuehn siding 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

Sarpy Jct. to Kuehn 143 tons, Restriction A

3. Type of Operation—None

TWC—in effect:
MP 0.0 to MP 37.4

Restricted limits—in effect:
Kuehn MP 34.4 to MP 37.4.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Kuehn

All trains must be stripe aligned in one direction. ABMBEC trains with steel equipment, stripes must face west departing Kuehn and steel equipment be on rear of train.

When the loop track at Kuehn is occupied by an eastbound train, the westbound train will take siding.

Loaded coal trains are not permitted on Kuehn siding.

Sarpy Jct.—All trains delayed more than 15 minutes will stop their leading locomotive west of the distant signal located at MP 1.8. If train is to be left unattended or relieved under the Hours of Service Law, then train is to be left short of (West) signaled crossing located at MP 1.5.

Roll-by Inspections on Cabooseless Trains—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

SRGR Rule S-13.5 Getting On or Off Equipment—of Safety Rules and General Responsibilities for All Employees is amended on the Sarpy Line Subdivision by adding:

When the following conditions exist at coal mines, it is permissible to get on and off moving equipment only when necessary to perform required duties.

1. Employees are allowed to get on and off moving equipment only from the lead locomotive.
2. Employees are allowed to get on and off moving equipment only during the coal loading process.
3. Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 31:
MP 10.0 to MP 32.0

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
315	Sarpy Jct. to Kuehn	0.0 to 37.4

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
03911 Mike - 1301	11.4 west of Sarpy Jct.	7	East
03918 Bob - 1302	18.3 west of Sarpy Jct.	6	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sidney Line Subdivision BRANCH LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		03649	0.0	GLENDIVE	BJTR	TWC	306	55.2	
		59225	53.9	SIDNEY	BTR			10.5	
		59215	64.4	FAIRVIEW	T			14.3	
12,243	01063	78.6	SNOWDEN	JTR	80.0				

Radio Channel No. 85 in service .

Radio Call-In		
Savage - 19(X)	Sidney - 18(X)	Snowden - 05(X) CH. 54
Glendive - 20(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers
(817) 234-6420, FAX (817) 234-6496

1. Speed Regulations

1(A). Speed—Maximum

Freight

Glendive and Snowden 40 MPH.

1(B). Speed—Permanent Restrictions

MP 3.5 to MP 17.7 25 MPH.
 MP 17.7 to MP 33.1 30 MPH.
 MP 33.1 to MP 34.0 25 MPH.
 MP 55.0 to MP 64.4 25 MPH.
 MP 64.4 to MP 65.5 (HER) 22 MPH.
 MP 65.5 to MP 77.0 25 MPH.

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

1(D). Speed—Other

Sidney over Main Street and Third Street N.E. crossings 10 MPH.
 Snowden (East and West Legs of Wye) 10 MPH.
 Item 1(A) of 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

Glendive to Snowden 134 tons, Restriction G

Sidney—Locomotives must not be operated over the hoppers at Holly Sugar Corporation plant trestles.

3. Type of Operation

TWC—in effect:

Glendive to Snowden

Restricted limits—in effect:

Glendive MP 0.0 to MP 3.5
 Sidney MP 50.0 to MP 55.0
 Snowden MP 77.0 to MP 78.6

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Glendive—A train or engine must receive permission from dispatcher before entering the Forsyth Subdivision.

Glendive—Normal position for the wye tail switch is for the east leg of the wye. 5-pack cars cannot be turned on the wye.

Fairview Wye—has 4000 foot Tail Track

Track Warrants—Authority Track Warrants on the Sidney Line Subdivision will be addressed as follows:

To: _____

On: Sidney Line Sub

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 31:
 MP 0.0 to MP 78.0

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
306	Glendive to Snowden	0.0 to 78.6

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
85806 West Glendive Spur	4.3 west of Glendive	35	West
85811 Stipek - 0501	10.7 west of Glendive	10	East
85820 Intake - 0530	20.1 west of Glendive	10	West
85835 Savage - 0541	20.2 east of Sidney	10	East
85844 Crane - 0545	10.7 east of Sidney	10	West
59218 Ridgelawn - 0550	4.1 east of Fairview	11	West
59216 Ludington - 0581	1.5 east of Fairview	36	Both
59209 Dore - 0650	5.2 west of Fairview	11	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Watertown Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		54021	21.4	APPLETON		AJR	TWC	200	8.5	
		54030	29.9	LOUISBURG					6.4	
		54036	36.4	BELLINGHAM					9.2	
		54046	45.5	NASSAU					11.7	
		54057	57.1	LA BOLT					7.6	
		54065	64.8	STOCKHOLM					7.2	
2,639		54072	72.0	SOUTH SHORE					19.2	
		54091	91.2	WATERTOWN		UR			9.9	
		54101	101.0	GROVER					6.3	
		54107	107.4	HAZEL					6.9	
		54114	114.8	VIENNA					9.0	
		54123	123.2	WILLOW LAKE					12.1	
		54135	135.3	BANCROFT					4.4	
		54140	139.7	OSCEOLA					8.1	
		54148	147.5	YALE					1.0	
			148.5	MP 148.5					127.5	

Between Yale and Wolsey, DM&E Timetable governs.

Radio Channel No. 66 in service.

Radio Call-In		
Appleton - 57(X)	Nassau - 58(X)	Watertown - 59(X)
Willow Lake - 60(X)	Huron - 61(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

Monday-Friday: 234-6403, except 0700-1500: 234-2356

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Appleton to MP 34.5	40 MPH.
MP 34.5 to MP 85.0	25 MPH.
MP 85.0 to MP 93.6	10 MPH.
MP 93.6 to MP 148.5	25 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

N.E. Terminal Switches 1 & 2 at Watertown 5 MPH.

1(D). Speed—Other

MP 91.2 to MP 147.5 trains with cars shorter than 50 feet outside length 10 MPH.
 Trains exceeding 5000 tons between MP 93.0 to MP 109.0 10 MPH.
 Appleton between absolute signals of interlocking 20 MPH.
 Watertown—within city limits 10 MPH.
 Item 1(A) of the System Special Instructions applies between MP 35.0 to MP 60.1 and MP 72.0 to MP 148.5.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Appleton to Watertown 143 tons, Restriction D
 Watertown to Yale 134 tons, Restriction G

Six-axle locomotives and six-axle derricks not permitted between MP 83.0 and MP 148.5.

Watertown—Maximum number of loaded cars in any train consist is 120 cars between Appleton MP 21.2 and Watertown MP 85.0 and Watertown MP 97.0 and Yale MP 147.5.

Maximum number of loaded cars in any train consist is 110 cars between MP 85.0 and 97.0.

3. Type of Operation

TWC—in effect:

Appleton to MP 148.5.

Restricted Limits—in effect:

Watertown MP 89.0 to MP 93.6

4. General Code of Operating Rules Items

Rule 6.19—When required to flag, distance will be 1.5 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 104.2.1 and 104.3.2B, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

Appleton—On BNSF-TCW Transfer track do not exceed 5 MPH. Loaded 100 ton cars not permitted on BNSF-TCW Transfer Track.

Switch located at MP 21.4 on the Appleton Subdivision is to be lined for the Appleton subdivision connection track except when changed for immediate use.

Maximum authorized speed on connecting track and siding is not to exceed 10 MPH.

Maximum authorized speed over the switch at MP 21.4 is 10 MPH.

Switch located at MP 578.8 on Appleton subdivision siding will be left lined for connection track.

Switch located at MP 579 on TCW Railroad will be lined for siding except when changed for immediate use.

Between Louisburg and South Shore and Between watertown and Yale

—When temperature is at or above 90 degrees Fahrenheit, do not exceed 10 MPH between MP 34.0 to MP 72.0 and between MP 93.0 to MP 148.0 and do not handle over 10,000 tons and do not use dynamic braking within these limits.

Labolt—Close clearance exists at fertilizer shed located on the elevator track.

Roll-by Inspection—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. These roll-bys will be made at speeds not exceeding 10 MPH.

Nassau—Trainmen must not ride cars or steps of locomotives while spotting or pulling Cold Spring Granite. Employees must precede movement on foot.

Watertown—Ag Fertilizer trackage(Cenex Spur) restricted to one (1) locomotive. At Northeast Terminal, only 1 4-axle allowed and do not exceed walking speed over No. 1 switch.

CXW type jumbo covered hoppers not permitted on Coop or Northeast Terminal Elevator tracks.

Between Louisburg and South Shore and Between Watertown and Yale—When temperature is at or above 90 degrees Fahrenheit, do not exceed 10 MPH between MP 34.0 and MP 72.0 and between MP 93.0 and MP 148.0 and do not handle over 10,000 tons and do not use dynamic braking within these limits.

Appleton to MP 148.5—Between the hours of 1200 to 1900, no trains can operate between Appleton (MP 21.2) and MP 148.5 when ambient temperature reaches 80 degrees Fahrenheit, except as follows:

Permission to operate freight trains within these time and temperature restrictions may be granted by the Division Superintendent, Division Engineer, or Superintendent Operations.

Permission to operate work trains within these time and temperature restrictions may be granted by the supervisory Roadmaster.

8. Line Segments

Yard Line Segments

Line Segment Limits

548 Watertown Yard

Road Line Segments

Line Segment Limits

200 Appleton to MP 148.5

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
54051 Albee	5.4 west of Nassau	35	Both
54082 Hallet Construction Spur	8.4 west of South Shore	20	West
54085 Rauville	13.2 west of South Shore	34	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Wayzata Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE	STATIONS				
		00437	9.5	MPLS JCT.	JTY	CTC	217	0.5	
			9.7	HARRISON ST. (To Van Buren St)	JT				1.6
	03002		10.8	1ST ST NORTH		TWC ABS		0.9	
			11.7	HOLDEN ST					0.7
	03004		12.4	LYNDALE JCT.	J			0.6	
			13.0	CEDAR LAKE JCT.	J			11.1	
10,722	03014		24.3	WAYZATA	J			5.0	
	03022		31.6	MAPLE PLAIN				7.0	
1,0291	03029		38.6	DELANO			22	14.4	
15,614	03043		53.0	HOWARD LAKE					6.3
	03050		59.4	COKATO				5.8	
8,547	03056		65.2	DASSEL		CTC		5.1	
	03061		70.3	DARWIN					6.2
8,713	03067		76.4	LITCHFIELD				7.7	
	03074		84.1	GROVE CITY				5.1	
10,452	03080		89.2	ATWATER				7.4	
	03087		96.6	KANDIYOHI				1.5	
			98.0	CP 98				86.9	

Radio Channel No. 70 in service for road crews between Minneapolis Jct. and Wayzata.

Radio Channel No. 54 in service between Wayzata and Willmar.

Radio Call-In		
Delano - 50(X)	Grove City - 46(X)	Dassel - 51(X)
Willmar - 52(X)	Wayzata - 03(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers
8-234-6403

Minneapolis Jct. to West Wayzata (MP 26.6) is under the jurisdiction of the Minnesota Division.

1. Speed Regulations

1(A). Speed—Maximum

Minneapolis Jct. to CP 98 **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions

MP 9.7 to MP 13.4 25 MPH.
MP 23.6 to MP 24.9 30 MPH.

1(C). Speed—Switches and Turnouts

	Up to 100 TOB	Over 100 TOB
Item 1(A) of the System Special Instructions applies between Delano and MP 98 through No. 20 turnouts at following locations:	35 MPH.	35 MPH.
End of two main tracks at MP 98.0	35 MPH.	35 MPH.
Sidings and turnouts at:		
Wayzata	25 MPH.	25 MPH.
Delano	25 MPH.	25 MPH.
Howard Lake	25 MPH.	25 MPH.
Dassel	10 MPH. ... not permitted	
Litchfield	25 MPH.	25 MPH.
West turnout MP 76.1	12 MPH.	10 MPH.
Atwater	25 MPH.	10 MPH.

1(D). Speed—Other

1st St. North and Minneapolis Jct. handling cars
134 tons or heavier 10 MPH.
Bridge A1.3 Minneapolis, cars over 134 tons 10 MPH.
Litchfield—For westward movements from controlled siding to main track at West Litchfield, do not exceed 25 MPH until head end occupies grade crossing at MP 76.4 (Sibley Ave.).
East leg of Wye between Harrison St. and Mpls. Jct. 10 MPH.
West leg of Wye between Harrison St. and Van Buren St. 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

Minneapolis Jct. to MP 98 143 tons, Restriction A
1st St. North to Northtown ... 143 tons, Restriction E derricks not permitted on following tracks:

Howard Lake—Littfin Lumber Spur

Cokato—Switching on Green Giant spur restricted to one unit.

3. Type of Operation

Dakota Rail Wayzata to Hutchinson—There are no Bridge and Equipment Weight restrictions on Dakota Rail's tracks. General Code of Operating Rule 6.13 yard limits are in effect Wayzata to Hutchinson. BNSF Trains are authorized to operate as per Rule 6.13 Wayzata west as far as necessary to accomplish set out and/or pick up of interchanged cars at Wayzata.

TWC—in effect:

CTC Wayzata to CTC Cedar lake Jct.
CTC Cedar Lake Jct. to CTC Harrison St.

CTC—in effect:

Between CP 98 and Wayzata MP 24.3
Between Harrison St. and Minneapolis Jct.
Between Harrison St and Van Buren
Cedar Lake Jct. Control Point (MP 13.1 to MP 13.21)

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distances will be 1.5 miles.

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

MP 27.4	MP 31.4
MP 45.4	MP 59.1
MP 59.4	MP 64.6
MP 70.2	MP 88.5

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 20.6—Recall Code 507
 - MP 41.0—Recall Code 508
 - MP 61.8—Recall Code 518
 - MP 82.3—Recall Code 468

6. FRA Excepted Track—None

7. Special Conditions

Speed Test Boards—Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward trains between MP 18.7 to MP 19.7 five miles east of Wayzata.

Eastward trains between MP 89.0 to MP 88.0 at Atwater.

CTC—MP 76.1—West leave siding switch is a left hand signal.

Detour Movements—Conductors of trains operating on detour route with double stack, automobile or Hi-wide equipment must notify dispatcher prior to departure on detour route. Dispatcher will determine if clearance problems exist.

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

The following crossings must be protected by flagmen:
Litchfield—House track over Holcombe MP 76.2, Sibley MP 76.4 and Swift MP 76.6 Avenues. Flagmen must also protect the following grade crossings when operating on tracks other than main track and controlled siding:

- Davis Ave.—MP 75.86
- Holcombe Ave.—MP 76.0
- Sibley Ave.—76.22
- Swift Ave.—MP 76.59

Cokato—Only 1 engine allowed on Green Giant Spur. Switch C&H Industry Spur must be lined for industry track when not in use.

Wayzata—When trains meet at Wayzata the Eastbound trains will be held at MP 25.0 to eliminate noise and complaints from residents along our right of way.

Dimensional Shipments—Conductors handling dimensional or special shipments in trains departing Northtown will advise 43rd Avenue clerk and west hump dispatcher of such cars and their placement in train. Clerk at 43rd Avenue will in turn notify train dispatcher. Notification of 43rd Avenue clerk by conductor will serve to fulfill requirements of Rule 6.7 that refers to notification of train dispatcher.

Between 1st Street North and Lyndale Jct.—Conductors of trains must advise yardmaster at 35th Ave. If their train contains high or wide loads that may restrict their movement, and be governed by yardmaster's instructions.

Double Stack and Multi-Level Equipment—exceeding 19 feet 0 inches ATR cannot be handled between Lyndale Jct. and Harrison Street.

Roll-by Inspection—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. These roll-bys will be made at speeds not exceeding 10 MPH.

8. Line Segments

Road Line Segments

Line Segment Limits

- 217 Minneapolis to 1st St. North
- 22 1st St North to CP 98

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
03018 Long Lake	3.1 west of Wayzata	16	West
03036 Montrose	6.7 west of Delano	5	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Zap Line Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		03444	0.0	MANDAN		BJTY	ABS		21.2	
4,693	85420	20.1	PRICE					303	6.9	
	85427	27.0	SANGER						20.5	
	85447	47.2	GLENHAROLD						4.9	
3,646	85452	52.4	STANTON				TWC		11.9	
9,107	85465	64.4	HAZEN						8.2	
	85473	72.6	BEULAH		BR				6.9	
	85480	80.5	ZAP		R				80.5	

Radio Channel No. 39 in service .

Radio Call-In	
Mandan - 42(X)	Hensler - 50(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Telephone Numbers

(817) 234-6405, FAX (817) 234-6428.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Mandan and Zap	30 MPH.

1(B). Speed—Permanent Restrictions

MP 0.1 to MP 3.3	10 MPH.
MP 21.7 to MP 30.4	10 MPH.
MP 42.6 to MP 42.8	10 MPH.
MP 52.9 to MP 62.9	25 MPH.
MP 69.6 to MP 69.8	10 MPH.
MP 78.6 to MP 80.0	10 MPH.

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

1(D). Speed—Other

Glenharold—Trains unloading coal over hopper	3 MPH.
Trains using loop track GRE	5 MPH.
Trains using loop track basin electric	5 MPH.
Trains using siding	5 MPH.
Beulah—All yard tracks	5 MPH.
Antelope Valley Spur	30 MPH.
Bridge 79.0, cars heavier than 134 tons	10 MPH.

Item 1(A) 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	
Mandan to Zap	143 tons, Restriction D

3. Type of Operation

Yard limits—in effect:
Mandan MP 0.0 to MP 4.0

Restricted Limits—in effect:
Beulah MP 69.8 to MP 80.5

TWC—in effect:
Mandan to Zap

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, flagging distance is 1.5 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Mandan—Standard Oil Refinery track gate must be kept locked except when opened for switching.

Glenharold—Men not permitted to ride on cars over open pit. Hand rail on walk over GRE unloading hopper will not clear man on side of car.

Beulah—Inside switch of crossover west of stockyard must be left lined and locked for stockyard track.

Private crossing east of storage track switch must not be blocked.

Antelope—Valley Spur Track Dakota Gas Plant scale on west end No. 1 Track must not be crossed by locomotives.

Antelope Valley switch must be lined and locked for Antelope Valley.

South Beulah—Locomotives must not pass under tipple. Tipple will not clear man on side of car.

Trains approaching State Highway 49 crossing located 5,100 feet west of MP 72.0 from South Beulah Mine Spur must know crossing gates are down before occupying crossing.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 31:
MP 0.0 to MP 73.0

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
303	Mandan to Zap	0.0 to 80.5

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
85403 Standard Oil Refinery	3.3 west of Mandan	37	East
85404 Duke Spur	3.4 west of Mandan	5	West
85405 Montana - Dakota Utility	3.8 west of Mandan	55	East
85435 Hensler	7.8 west of Sanger	85	Both
85478 Republic	2.0 east of Zap	172	Both
Beulah Mine	4.1 from Beulah	300	Both
85475 Antelope Valley Spur	4.5 west of Beulah	Yard	East

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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