

## **BNSF Safety Vision**

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

**A culture** that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

**A work environment**, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

**Work practices and training** for all employees that make safety essential to the tasks we perform ...

**An empowered work force**, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

**BNSF**



## **Twin Cities Division**

### **Timetable No. 1**

IN EFFECT AT 0001  
Central Continental Time  
**Sunday, January 20, 2002**

#### **Division General Manager**

M.C. Bruce

Minneapolis, Minnesota

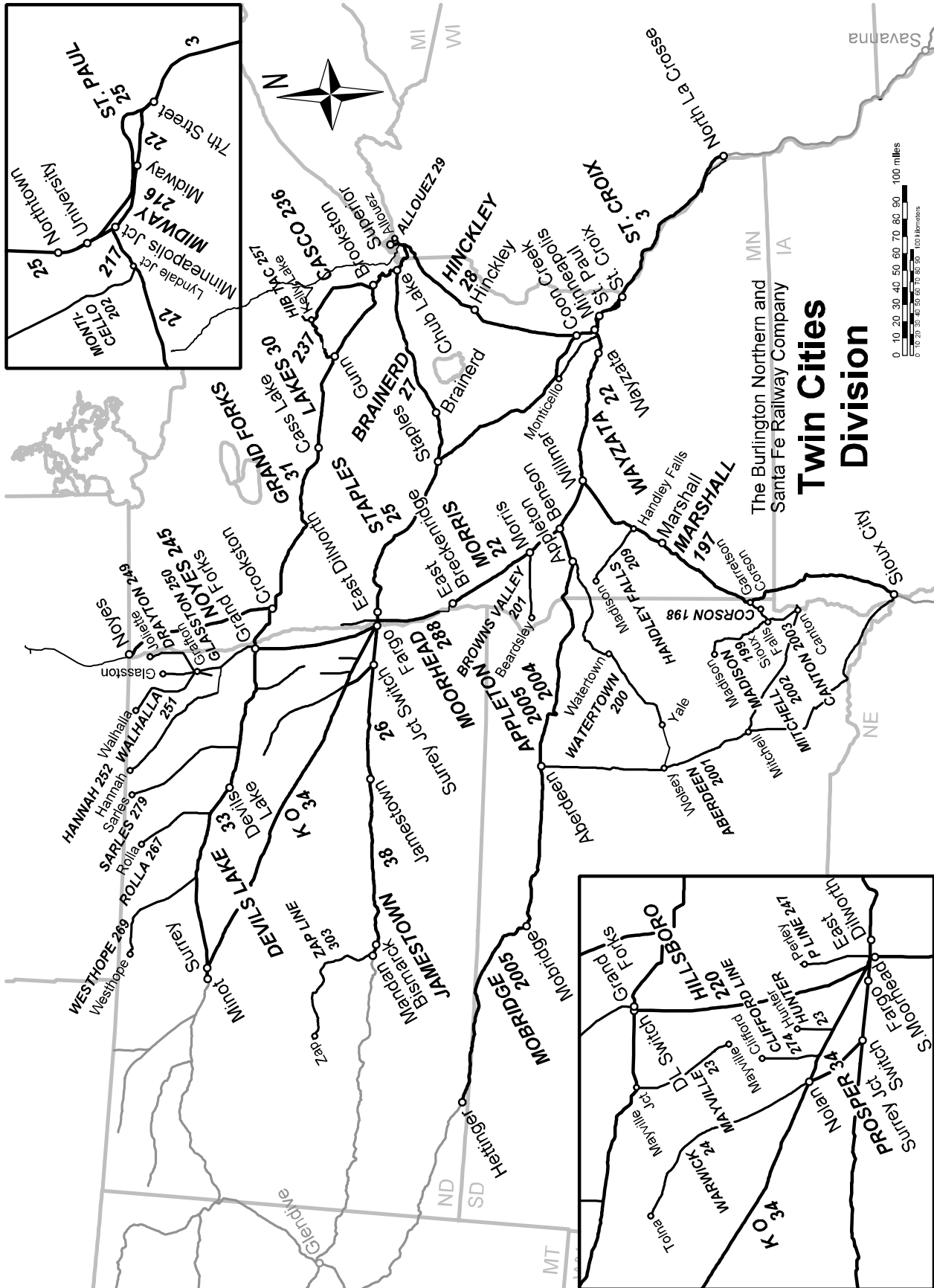
(763) 782-3467

#### **General Director Transportation**

R.W. Lease

Minneapolis, Minnesota

(763) 782-3460



## Division Managers

### Aberdeen

L.A. INCHES ..... Road Foreman ..... (605) 229-7224  
 D.D. JOHNSON ..... Roadmaster ..... (605) 229-7225  
 W.W. KISSNER ..... Trainmaster ..... (605) 229-7222

### Carlton

J.D. JOHNSON ..... Roadmaster ..... (218) 228-4027  
 D.J. NOLANDER ..... Signal Supervisor ..... (651) 298-7629

### Dilworth

M.B. KELLER ..... Terminal Manager ..... (218) 291-2564  
 V.E. MACKENROTH ..... Trainmaster ..... (218) 291-2559  
 J. McALISTER ..... Terminal Trainmaster ..... (218) 291-2527  
 R.T. ROGNEBY ..... Trainmaster ..... (218) 291-2571  
 C.D. STAUS ..... Trainmaster ..... (218) 291-2408

### Grand Forks

D.D. CHAPPELL ..... Trainmaster ..... (701) 795-1222  
 J.L. EMPTING ..... Roadmaster ..... (701) 795-1236  
 K. J. HORISZNY ..... Roadmaster ..... (701) 795-1266  
 C.G. KEMMET ..... Roadmaster ..... (701) 795-1252  
 J.A. MADDEN ..... Trainmaster ..... (701) 795-7740  
 P.J. RYAN ..... Road Foreman ..... (701) 795-1240  
 G.A. WARNING ..... Terminal Manager ..... (701) 795-1255

### Fargo

H.C. JESKE ..... Division Engineer ..... (701) 280-7239  
 R.K. UTGAARD ..... Signal Supervisor ..... (701) 280-7208  
 G. WEATHERLY ..... Roadmaster ..... (701) 280-7232  
 C.E. WENDT ..... Supt. Operations ..... (701) 280-7220  
 D.A. WOOLSTRUM ..... Roadmaster ..... (701) 280-7234

### Jamestown

R.A. RINDY ..... Asst. Roadmaster ..... (701) 231-5566

### LaCrosse

R.P. FISHER ..... Road Foreman ..... (608) 781-7435  
 R.J. KREMER ..... Trainmaster ..... (608) 781-7413  
 G.D. REAMER ..... Signal Supervisor ..... (608) 781-7430  
 M.L. VEITZ ..... Roadmaster ..... (608) 781-7437

### Mandan

J.L. JENSEN ..... Signal Supervisor ..... (701) 667-2220  
 D.N. HELBLING ..... Road Foreman ..... (701) 667-2219  
 A.D. MARDEN ..... Terminal Manager ..... (701) 667-2285  
 D.R. PADBERG ..... Roadmaster ..... (701) 667-2211  
 J.R. SUKO ..... Trainmaster ..... (701) 667-2255  
 P.A. YAUNEY ..... Roadmaster ..... (701) 667-2235

### Minneapolis

R.J. BURN ..... Trainmaster ..... (763) 782-3307  
 T.P. EASON ..... Supt. Operations ..... (763) 782-3481  
 B.N. ELROD ..... Trainmaster ..... (763) 782-3307  
 P. FAIRBANKS ..... Trainmaster ..... (763) 782-3475  
 D.C. GOODMUNDSON ..... Trainmaster ..... (763) 782-3307  
 J.L. HAUBRICK ..... Trainmaster ..... (763) 782-3325  
 R. HUGHES ..... Division Engineer ..... (763) 782-3479  
 R.A. JACKMAN ..... Trainmaster ..... (763) 782-3307  
 G.P. JAEB ..... Trainmaster ..... (763) 782-3307  
 R.E. KAISER ..... Signal Supervisor ..... (763) 782-3230  
 T.W. KOERTING ..... Asst. Division Engineer ..... (763) 782-3145  
 J.G. LeVERE ..... Manager Signals ..... (763) 782-3484  
 J.N. LIGDAY ..... Signal Supervisor ..... (763) 782-3274  
 I.M. LUSIS ..... Trainmaster ..... (763) 782-3307  
 W.A. MORRIS ..... Roadmaster ..... (763) 782-3235  
 J.L. PORTZ ..... Safety Manager ..... (763) 782-3294  
 T.N. ROWLEY ..... Terminal Superintendent ..... (763) 782-3421  
 M.J. SCHARTE ..... Trainmaster ..... (763) 782-3307  
 B.P. SHEA ..... Asst. Roadmaster ..... (763) 782-3236  
 D.W. TREPAIER ..... Terminal Manager ..... (763) 782-3423  
 J.N. UNZE ..... Signal Supervisor ..... (763) 782-3188

### Minot

J. DAVIDSON ..... Trainmaster ..... (701) 837-6618  
 D.G. JACOBSON ..... Signal Supervisor ..... (701) 837-6630  
 B.A. KLINE ..... Roadmaster ..... (701) 837-6614  
 J.D. ROGMAN ..... Roadmaster ..... (701) 837-6635  
 D.F. WALLIN ..... Trainmaster ..... (701) 837-6604

### Mitchell

J. NUTZ ..... Roadmaster ..... (605) 373-4351

### Sioux City

C. BROWN ..... Trainmaster ..... (712) 279-7200  
 M.G. HEYNS ..... Trainmaster ..... (712) 279-7222  
 T.A. LEICESTER ..... Roadmaster ..... (712) 279-7233

### Sioux Falls

T.F. NEESER ..... Roadmaster ..... (605) 373-4310  
 J.E. RUBY Jr. .... Trainmaster ..... (605) 373-4300

### Staples

T.L. SWALBOSKI ..... Roadmaster ..... (218) 894-5235

### Superior

A.D. BENGSTON ..... Terminal Trainmaster ..... (715) 394-1257  
 F. BENNET ..... Road Foreman ..... (715) 394-1257  
 G.M. BOUTIN ..... Trainmaster ..... (715) 394-1257  
 M.E. FAIRCHILD ..... Trainmaster ..... (715) 394-1257  
 S.J. FLUCK ..... Roadmaster ..... (715) 394-1236  
 H.E. JAMES ..... Trainmaster ..... (715) 394-1335  
 C.E. KEELER ..... Terminal Manager ..... (715) 394-1210  
 L.J. MATTISON ..... Trainmaster ..... (715) 394-1257  
 F.J. RUTT ..... Supt. Operations ..... (715) 394-1221  
 M.F. SANFORD ..... Roadmaster ..... (715) 394-1235  
 M.D. WESTON ..... Terminal Manager ..... (715) 394-1333

### Willmar

B.L. FLUCK ..... Asst. Roadmaster ..... (320) 231-5531  
 J.D. JOHNSON ..... Roadmaster ..... (320) 231-5535  
 J.B. LANIER ..... Supv. Structures ..... (320) 231-7720  
 M.A. OLIVER ..... Division Engineer ..... (320) 231-5522  
 J.E. RUBY Sr. .... Terminal Manager ..... (320) 231-5555  
 K.P. RUUD ..... Signal Supervisor ..... (320) 231-5528  
 R.C. SUKO ..... Trainmaster ..... (320) 231-5566  
 R.J. WALPERT ..... Supt. Operations ..... (320) 231-5560  
 B.L. YOUNGMARK ..... Trainmaster ..... (320) 231-5556

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.
	6000	513.1	SIoux CITY (East Yard)		Rule 6.28		6.0
	60006	519.1	NORTH SIOUX CITY				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		TWC		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			2001	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
	60437	687.9	ALPENA				16.7
	60454	704.6	WOLSEY (DM&E Crossing)	AJ			23.1
	60477	727.7	TULARE		TWC		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 through Friday:

(817) 234-6404, except 0700-1500 (817) 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.  
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, No. 2 and No. 4 Track Switches  
East North Lead Switch  
West Power Switch  
Mardian's Switch  
Roundhouse Lead 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 are authorized on the new shuttle facility elevator tracks at Jefferson, Beardsley, Wolsey and Mellette and on the Stub Track at Beardsley. Maximum speed on these tracks is 10 MPH.

MP 543 Burbank to Tulare—Trains over 16,000 tons not permitted.

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

#### 3. Type of Operation

**TWC Limits**—in effect: MP 521.0 to MP 777.0

#### 4. General Code of Operating Rules Items

**Rule 6.19**—When flagging required distance will be 1.0 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:

Sioux City MP 513.1 to MP 521.0

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 Aberdeen**—Between the hours of 1100 and 2000, no trains can operate between Burbank and Aberdeen (MP 543.2 to MP 770.9) 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.

**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**

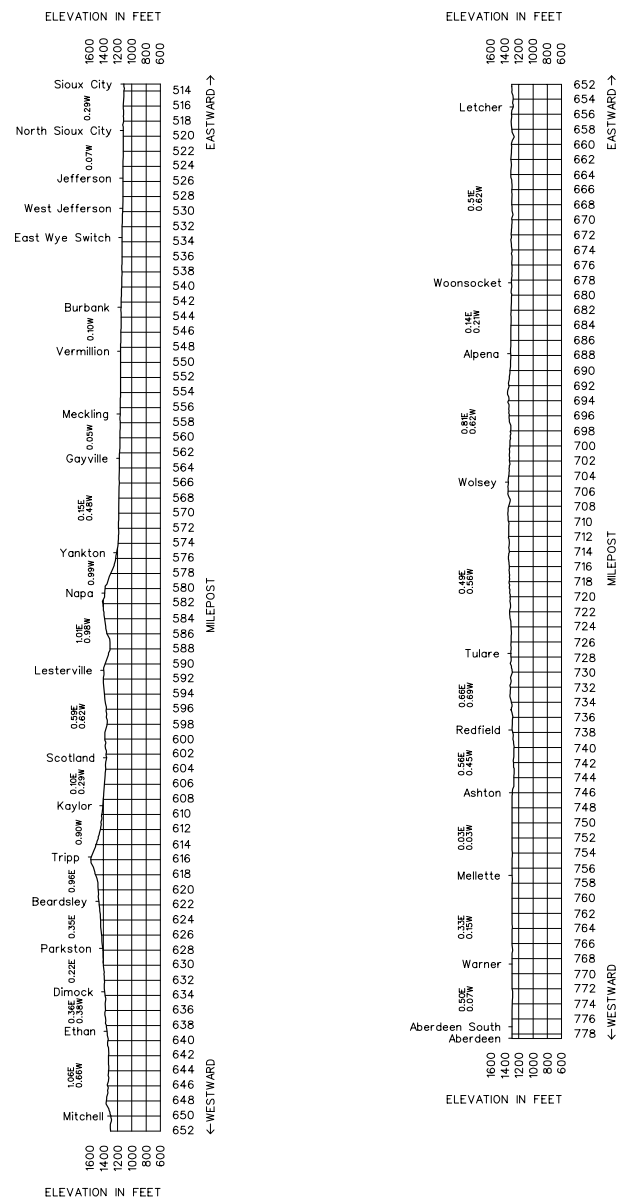
2012 .....	Sioux City East Yard
549 .....	Sioux City (Ex Milwaukee)
555 .....	Sioux City Yard
556 .....	Sioux City Terminal Co.
2011 .....	Mitchell Yard
2013 .....	Aberdeen Yard

**Road Line Segments****Line Segments Limits**

2001 .....	Sioux City to Aberdeen
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**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

**10. Grade Charts**

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Allouez Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		52004	7.6	ALLOUEZ	BTX	Rule 6.28	29	1.9	
			7.9	KOPPERS SPUR				1.0	
			8.8	CRAWFORD CREEK				1.2	
		05010	10.3	SAUNDERS	JX	CTC		4.1	

**Radio Channel No. 76 in service Superior Terminal**

**Radio Channel No. 85—Superior Dispatcher**

**Train Dispatcher Telephone Number—(817) 234-6409**

**Emergency Train Dispatcher Call—911**

# **1. Speed Regulations**

## **1(A). Speed—Maximum**

Allouez to Saunders ..... **Freight**  
20 MPH.

## **1(B). Speed—Permanent Restrictions—None**

## **1(C). Speed—Switches and Turnouts**

Through turnouts at following locations:  
Crawford Creek ..... 20 MPH.

## **1(D). Speed—Other—None**

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

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

Allouez to Saunders ..... 143 tons, Restriction C

## **3. Type of Operation**

**CTC**—in effect:  
MP 8.8 to MP 10.3—Crawford Creek to Saunders

## **4. General Code of Operating Rules Items**

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

**Rule 6.28**—in effect:  
MP 6.0 to MP 8.8—Allouez to Crawford Creek

**Rule 6.32.4**—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:  
When it can be avoided, cars or engines must not be left standing nearer than 330 feet to road crossing when there is an adjacent track.

## **5. Trackside Warning Detectors (TWD)—None**

## **6. FRA Excepted Track—None**

## **7. Special Conditions**

**EP 60 Electric Train**—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of these cars, series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 pounds may result in an undesired release of the trains brakes.

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

At Allouez Shiploading Facility:

- Wear a personal flotation device when working on the ground within an arm's length of the water's edge.
- When exiting vehicle or equipment in close proximity to water, descend or exit on side opposite from the water.

Unless otherwise instructed by yardmaster, crews handling loaded taconite trains into the new and old car dump for unloading will do the following:

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

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

## **8. Line Segments**

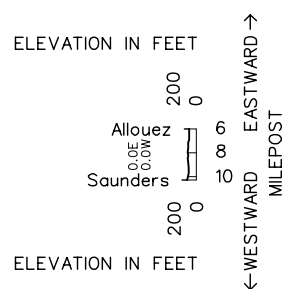
### **Road Line Segments**

#### **Line Segment Limits**

29 ..... Allouez to Saunders

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

## **10. Grade Charts**



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	JT	TWC	200	7.9	
		54007	7.1	DANVERS				7.9	
		54015	15.0	HOLLOWAY				6.0	
		54021	21.4	APPLETON	MJ			1.4	
			579.4	WEST APPLETON		TWC ABS	2004	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	TWC ABS	2005	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		TWC ABS	2005	13.6	
	9,302	08278	678.1	ANDOVER				9.8	
		08288	687.9	GROTON				14.4	
		08302	702.3	GREBNER				3.7	
			706.0	ABERDEEN EAST		Rule 6.28		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 through Friday:

(817) 234-6403, except 0700-1500 (817) 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:

Former 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, No. 2 and No. 4 Track Switches  
East North Lead Switch  
West Power Switch  
Mardian's Switch  
Roundhouse Lead 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 4 at Aberdeen.
- Trains exceeding 100 TOB are not permitted on tracks 10, 11, 12, 13 and 14 at Aberdeen.

At Appleton, 6-axle locomotives and 6-axle derricks not permitted on the runaround track or on any industry track.

#### 3. Type of Operation

**CTC**—in effect:

MP 631.5 to MP 633.6

**TWC**—in effect:

MP 0.0 to MP 631.5

MP 633.6 to MP 706.0

##### TWC Instructions

**Manual Interlocking**—Eastward and Westward absolute signals and dual control switch at Big Stone Switch (MP 602.1) 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 1.0 mile.

**Rule 6.28**—in effect:

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

**At Aberdeen**—MP 118.6 to MP 115.1 (Former Geneseo Sub) is designated as industrial track and is operated under Rule 6.28. Derail placed 260 feet east of MP 118.6.

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

- A. Protecting bridges, tunnels or other structures: None  
B. Other TWD locations  
MP 585.3—Recall Code 028  
MP 605.8—Recall Code 957  
MP 628.6—Recall Code 958  
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

**Appleton**—Prior to entering TCW trackage, crews must contact TCW dispatcher and receive a track warrant indicating any bulletins in effect in yard limits at Appleton. Copies of the bulletins will be faxed to the location specified by the train crew, or may be copied by radio on BNSF forms. TCW dispatcher may be contacted via BNSF telephone 8-280-7338, public telephone (218) 280-7338, or AAR radio frequency 90 with radio call-in 83.

**Appleton**—At Appleton manual interlocking, normal position for gates are lined against TCW movements unless they have been immediately changed for TCW usage.

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

Big Stone Switch

Summit—East and West end of siding

Aberdeen Yard—West end

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 TCW 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**—Main Track between MP 709.1 to MP 706 is non-signaled.

**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 33:

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

209 ..... Aberdeen Line Jct. MP 0.0 to MP 0.6

209 ..... Aberdeen MP 118.4 to MP 115.08

For line segment only, the following is in effect:

MP 676A=677

MP 676B=678

MP 676C=679

MP 676D=680

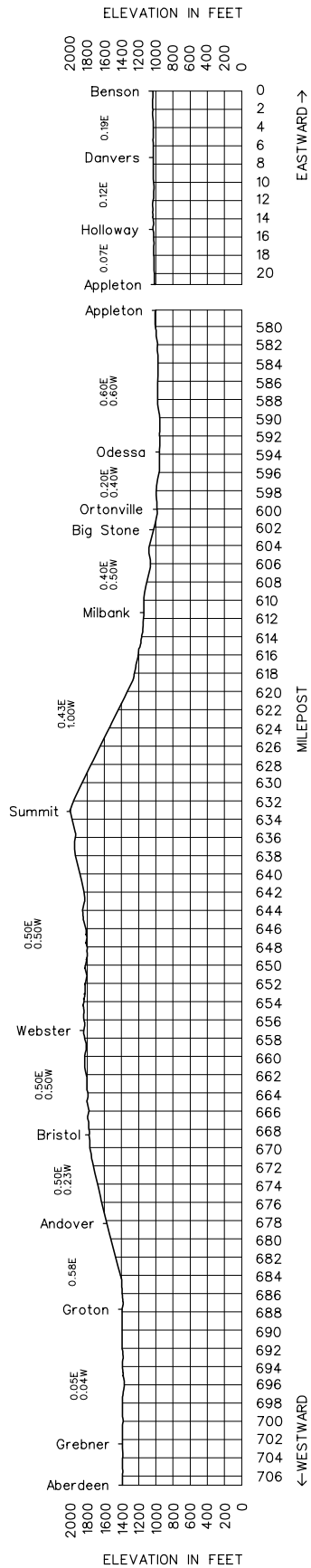
(Break point at MP 676.5 or 0.5 mile West of MP 676D)

**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



## 10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Siding Switch Mile Post Loc.	Mile Post	Brainerd Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				27.8	CHUB LAKE	J	CTC		0.1	
		05033		28.5	CARLTON				15.5	
	6,387	52138	43.7 45.0	44.0	CORONA				9.3	
	9,000	52147	52.6 54.4	53.8	WOODBURY				17.6	
		52165		72.0	McGREGOR				8.7	
	8,000	52173	78.3 79.9	79.6	KIMBERLY		TWC	27	31.8	
	8,946	52205	110.1 111.8	111.5	LOERCH				7.2	
	6,840	52212	116.5 117.7	117.0	BRAINERD	XBT			13.4	
	6,310	52226	131.9 133.2	132.1	PILLAGER				8.7	
	6,404	52235	140.9 142.1	141.0	MOTLEY				7.3	
		00567		147.8	STAPLES	JTX			119.6	

**Radio Channel No. 70 in service.**

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

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

Radio Call-In		
Carlton - 84(X)	McGregor - 89(X)	Deerwood - 90(X)
Brainerd - 83(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

**Train Dispatcher Telephone Number—(817) 234-6408**

## 1. Speed Regulations

### 1(A). Speed—Maximum

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

### 1(B). Speed—Permanent Restrictions

MP 93.6 to MP 98.7 .....	35 MPH.
MP 118.1 to MP 119.4, Brainerd (HER) .....	25 MPH.
MP 118.1 to MP 119.4 .....	35 MPH.

### 1(C). Speed—Switches and Turnouts

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

### 1(D). Speed—Other

Through all switches and sidings .....	10 MPH.
----------------------------------------	---------

#### Temperature Restriction

Trains exceeding 100 TOB, do not exceed 30 MPH between MP 65.2 and MP 102.0 when the ambient temperature exceeds 95 degrees Fahrenheit.

#### Cold Weather Speed Restrictions

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

Freight trains 100 TOB and over—do not exceed 40 MPH.

Item 1(A), System Special Instructions, applies.

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

## 2. Bridge and Equipment Weight Restrictions

### Maximum Gross Weight of Car

Chub Lake to Staples ..... 143 tons, Restriction A

## 3. Type of Operation

### TWC—in effect:

MP 27.9 to MP 147.8 - Chub Lake to Staples

**CTC—in effect:**

MP 27.8 to MP 27.9 - Chub Lake

## 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 bridges, tunnels or other structures

MP 122.1—Recall Code 248

B. Other TWD locations

MP 51.2—Recall Code 898

MP 88.1—Recall Code 838

MP 108.0 (DED only)—Recall Code 908

## 6. FRA Exempted Track—None

## 7. Special Conditions

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

**Automatic switches**—are located at:

Woodbury Siding—east and west switch

Kimberly Siding—east and west switch

Loerch Siding—east and west switch

Motley Siding—east and west switch

**Aitkin**—Woodland Container Company and Land O'Lakes Processing Plant are using wheel stops and blue flags to protect cars loading at their docks.

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

No six-axle locomotives allowed on other than main track.

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

**Brainerd**—When cars are spotted at Potlatch Corp. plant, derails should be installed and blue flags should be placed on the following tracks:

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

### Test Mile Locations

MP 46.0 to MP 47.0

MP 137.0 to MP 138.0

## 8. Line Segments

### Yard Line Segment

523 ..... Brainerd Shop

525 ..... Brainerd

### Road Line Segment

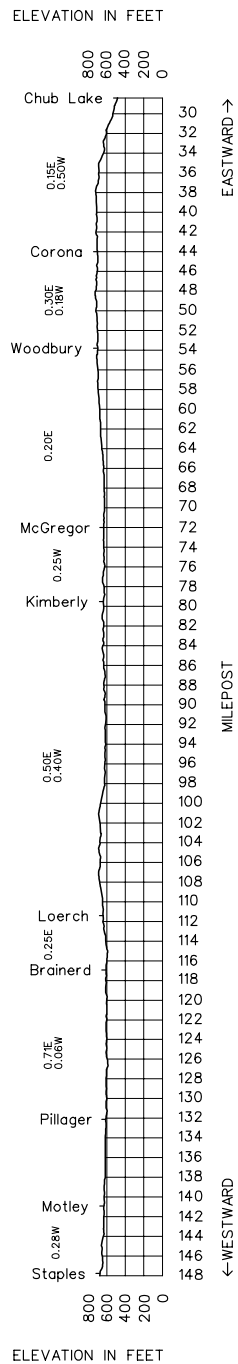
27 ..... Chub Lake to Staples

207 ..... MP 136.15 to MP 135.78

## 9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
52132 Sawyer	9.7 west of Carlton	5	East
52143 Cromwell Industrial	3.8 east of Woodbury	25	Both
52150 Wright	16.4 east of McGregor	21	West
52185 Aitkin	11.9 west of Kimberly	40	Both
52195 Deerwood	9.6 east of Loerch	3	West
52200 MacMillen Blodell Spur	5.1 east of Deerwood	12	West
52218 Klein Spur	6.1 west of Brainerd	25	East

## 10. Grade Charts



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**

(817) 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 1A of the System Special Instructions applies.

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

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

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:  
 MP 0.0 to MP 39.4

**4. General Code of Operating Rules Items**

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

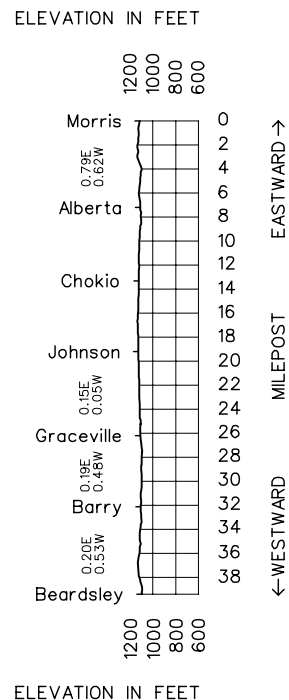
**Morris to Beardsley**—Between the hours of 1200 to 2000, no trains can operate between Morris and Beardsley (MP 9.0 to MP 39.4) when ambient temperature reaches 80 degrees Fahrenheit, except as follows:

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****10. Grade Chart**

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.
	60320	50.5	CANTON	JT	TWC	2003	10.8
	60308	61.3	HARRISBURG				8.2
	60301	69.5	SOUTH YARD	R			1.2
	54418	71.0	(East Milwaukee Transfer Switch) SIOUX FALLS	BJTUR			19.4

Radio Channel No. 66 in service.

Radio Channel No. 36 for 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 through Friday:

(817) 234-6404, except 0700-1500 (817) 234-2356

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

Canton to Sioux Falls ..... **Freight**  
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 ..... 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 69.9 to MP 71.0

**TWC**—in effect:

MP 50.5 to MP 66.0

#### 4. General Code of Operating Rules Items

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

#### 8. Line Segments

##### Yard Line Segments

##### Line Segment Limits

554 ..... Sioux Falls

##### Road Line Segments

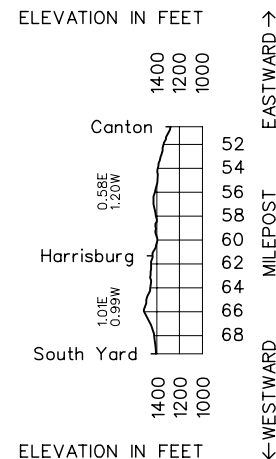
##### Line Segment Limits

2003 ..... Canton to South Yard

198 ..... South Yard to Sioux Falls

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

#### 10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Siding Switch Mile Post Loc.	Mile Post	Casco Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		05055		58.0	BROOKSTON	J			11.4	
	7,686	52311	68.3 69.8	69.2	BADEN			236	13.6	
	7,664	52325	81.9 83.4	82.7	FERMOY		CTC		25.3	
		52401		107.5 0.0	KELLY LAKE	BJT			6.7	
	19,572	52354	2.3 4.8	3.8	KEEWATIN				9.6	
		52362		9.4	NASHWAUK			237	12.0	
		52376		21.4	BRAXTON JCT.		TWC		4.6	
		52382		25.8	CANISTEO				5.2	
		05106	24.7 25.8	31.3	GUNN	JT	CTC		88.4	

**Radio Channel No. 85 in service.**

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

**Train Dispatcher Telephone Number—(817) 234-6409****1. Speed Regulations****1(A). Speed—Maximum**

	Freight
Brookston to Kelly Lake .....	50 MPH.
Kelly Lake to Gunn .....	40 MPH.

**1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 19.8 .....	25 MPH.
MP 31.3, trains approaching EBCS, Gunn (HER) .....	20 MPH.
MP 58.0 to MP 59.1 .....	25 MPH.
MP 59.1 to MP 59.3 .....	12 MPH.
MP 68.3 to MP 69.8 (HER) EWD only .....	40 MPH.
Over Holman Bridge A-49A between MP 20.0 and MP 21.0 .....	25 MPH.
MP 107.0 to MP 0.2 (K.D. leg of wye) .....	10 MPH.
MP 107.3 to MP 0.2 (K.Y. leg of wye) .....	10 MPH.
MP 107.3 EWD trains approaching EBCS, K. Y. Jct. (HER) .....	20 MPH.

**1(C). Speed—Switches and Turnouts**

Trains or engines entering or leaving siding on clear signal and through turnouts at following locations: .....		25 MPH.
Baden .....		25 MPH.
Fermoy .....		25 MPH.
Keewatin .....		10 MPH.
Gunn (Casco main to Lakes main) .....		25 MPH.
Gunn (west leg of wye) .....		5 MPH.

**1(D). Speed—Other**

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

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

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

Brookston to Gunn ..... 143 tons, Restriction A

**3. Type of Operation****CTC—in effect:**

MP 58.0 to MP 4.9 - Brookston to Keewatin  
MP 107.3 (KY Jct) to MP 0.4 (West Kelly Lake)

**TWC—in effect:**

MP 4.9 to MP 31.2

**Control Points Not Indicated as Stations**

West Kelly Lake (MP 0.4, west leg of wye)

**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 bridges, tunnels or other structures  
MP 67.0—DED—EWD only—Recall Code 977
- B. Other TWD locations  
MP 67.0—DED—WWD only—Recall Code 977

**6. FRA Excepted Track—None****7. Special Conditions**

**EP 60 Electric Train**—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of these cars, series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 pounds may result in an undesired release of the trains brakes.

**Taconite cars**—For freight trains with more than 6000 trailing tons and that are handling empty taconite cars, the empty taconite cars must be placed at the rear of the train.

**Calumet to Canisteo**—Between MP 19.8 to MP 24.5, main track will be used jointly by BNSF and DM&IR. Authority for train movements is controlled by the BNSF train dispatcher, and BNSF Operating Rules and Timetable/System Special Instructions govern.

**Kelly Lake**—The dual control switch at MP 106.1 that governs entry to the east end of the yard as approached from Brookston is the "Casco Main Switch." The dual control switch at MP 107.0 that governs movement from the east via Kelly Lake toward Gunn is the "K.D. Jct." switch. The dual control switch at MP 107.3 that governs movement from the west to Gunn is the "K.Y. Jct." switch. At Kelly Lake, trains exceeding 100 TOB are not allowed on tracks 1, 2 and 3.

Trackage between Emmert, Keenan and Virginia will be governed by DM&IR current timetable and special instructions. These will be available at the Kelly Lake Depot.

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

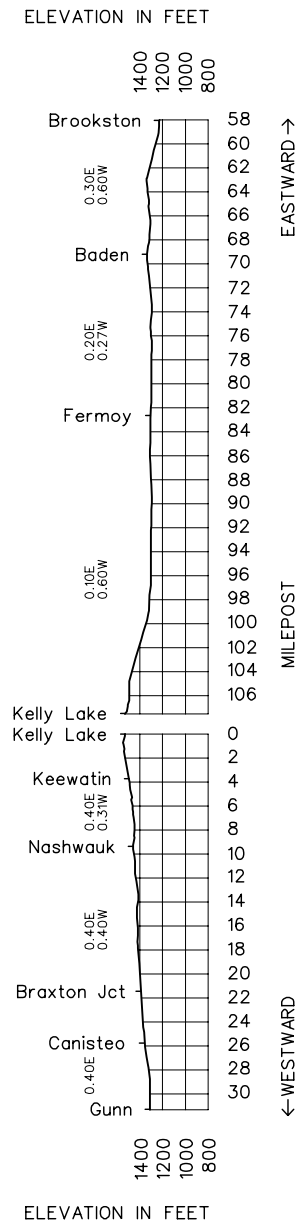
**8. Line Segments****Road Line Segments****Line Segment Limits**

260 .....	National Taconite
236 .....	Brookston to Kelly Lake
237 .....	Kelly Lake to Gunn

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
52338 Old Onega Spur	13.2 west of Fermoy	6	East

10. Grade Charts



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			198	10.2	
		54418	145.7	SIOUX FALLS	BJTUR	TWC		18.4	

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

Radio Channel 70 in service for balance of subdivision.

Radio Call-In	
Sioux Falls - 90(X)	Garretson - 65(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Telephone Number—(817) 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

Sioux Falls—Within yard Limits .....	10 MPH.
Sioux Falls—6th and 8th Street Crossings (HER) .....	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 D
--------------------------------	-------------------------

## 3. Type of Operation

### Restricted Limits—in effect:

Sioux Falls, MP 141.6 to MP 145.7

Garretson, MP 127.3 to MP 128.7

### 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.

### Rule 6.28—in effect:

Garretson MP 128.7 to MP 127.3

## 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**—When operating in the CNO Yard, trains approaching 6th Street crossing at MP 145.4 must stop clear of the crossing until crossing signals have been activated and operating long enough to provide warning.

**Garretson**—West wye switch to Corson Subdivision 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.

## 8. Line Segments

### Yard Line Segments

#### Line Segment Limits

554 ..... Sioux Falls Yard

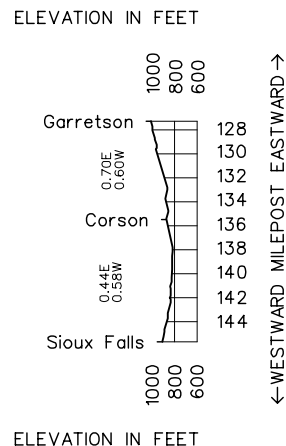
### Road Line Segments

#### Line Segment Limits

198 ..... Garretson to Sioux Falls

## 9. Locations Not Shown as Stations—None

## 10. Grade Chart





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Devils Lake Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segments	Miles to Next Stn.	EASTWARD ↑
			0.4	DL SWITCH	MJT			11.9	
	7,380	05310	12.3	EMERADO				6.0	
		05316	18.3	ARVILLA				5.4	
		05322	23.7	MAYVILLE JCT.	J			0.6	
	8,956	05323	24.3	LARIMORE				2.4	
		05325	26.7	HANNAH JCT.	J			11.6	
		05336	38.3	NIAGARA				6.2	
		05343	44.5	PETERSBURG				5.8	
	8,575	05348	50.3	MICHIGAN				10.4	
	8,695	05359	60.7	LAKOTA	JT			8.9	
		05368	69.6	DOYON				4.9	
		05373	74.5	CRARY		TWC ABS	33	10.8	
	10,530	05383	85.3	DEVILS LAKE	BJTX			18.9	
	4,361	05402	104.2	CHURCHES FERRY	JT			11.5	
	8,115	05414	115.7	LEEDS				6.2	
	4,341	05420	121.9	YORK	JT			5.9	
		05426	127.8	KNOX				5.6	
		05432	133.4	PLEASANT LAKE				9.0	
	6,160	05441	142.4	RUGBY	JT			5.2	
	3,752	05446	147.6	TUNBRIDGE				13.7	
	7,870	05460	161.3	TOWNER				19.7	
	3,480	05461	182.0	GRANVILLE	JT			6.9	
	3,506	05487	188.9	NORWICH				7.4	
		05485	196.3	SURREY	JX	CTC		194.9	

**Radio Channel No. 66 in service.**

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

**Train Dispatcher Telephone Numbers**

(817) 234-6421, 1-800-382-7809

**1. Speed Regulations****1(A). Speed—Maximum**

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

**1(B). Speed—Permanent Restrictions**

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

**1(C). Speed—Switches and Turnouts**

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

**1(D). Speed—Other**

Sidings .....	10 MPH.
Emerado Air Base Spur .....	10 MPH.
Trains handling missiles .....	5 MPH.

**Temperature Restriction**

Do not exceed 30 MPH between 0.4 and MP 11.1 when ambient temperature exceeds 85 degrees Fahrenheit between 1100 hours and 2000 hours.

**Cold Weather Speed Restrictions**

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.

Passenger trains—do not exceed 65 MPH.

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**

Hannah Jct. to MP 6.5 .....	134 tons, Restriction G
York to Wolford .....	134 tons, Restriction G
Devils Lake to Surrey .....	143 tons, Restriction A

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

- Hannah Jct. to McCanna
- Wye tracks at Lakota and York
- Devils Lake Industry and wye tracks except Harvest States elevator track MP 87.7
- Leeds—any tracks south of main track.

**3. Type of Operation****CTC** - in effect:

MP 196.1 to MP 196.3 - Surrey

**TWC**—in effect:

MP 0.4 to MP 196.1 - D. L. Switch to Surrey.

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

**4. General Code of Operating Rules Items****Rule 6.19**—When flagging is required, distance will be 2.0 miles.**Rule 6.28**—in effect:

Between Hannah Jct. MP 0.0 and McCanna MP 6.5. Maximum speed is 10 MPH.

Between York and Wolford. Maximum speed is 25 MPH.

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

- Protecting bridges, tunnels or other structures: None
- Other TWD locations
  - MP 17.1—Recall Code 317
  - MP 38.4—Recall Code 318
  - MP 57.8—Recall Code 187
  - MP 83.9—Recall Code 197
  - MP 137.4—Recall Code 097

**6. FRA Excepted Track—None****7. Special Conditions****Sidings**—Loaded coal trains are not permitted.**Larimore**—Close Track centers between siding and fertilizer spur. There is no clearance when riding the side of a car. Crossover at MP 24.4 is removed from service.

**Devils Lake**—Engines must not be set out on Jerome Spur off of the siding.

**Lakota**—Do not exceed 5 MPH over the scale on the south elevator track at Cargill elevator.

#### Speed Indicator Test Mile Locations

MP 5.0 and MP 6.0  
MP 79.0 and MP 78.0  
MP 94.0 and MP 95.0  
MP 185.0 and MP 184.0

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

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

**Flash Flood Warnings**—The following location is identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:  
MP 164.0 to MP 165.0

#### 8. Line Segments

##### Yard Line Segments

##### Line Segment Limits

521 ..... Grand Forks  
526 ..... Grand Forks WFE  
275 ..... Devils Lake North Yard  
271 ..... Granville MP 0.0 to MP 5.25

##### Road Line Segments

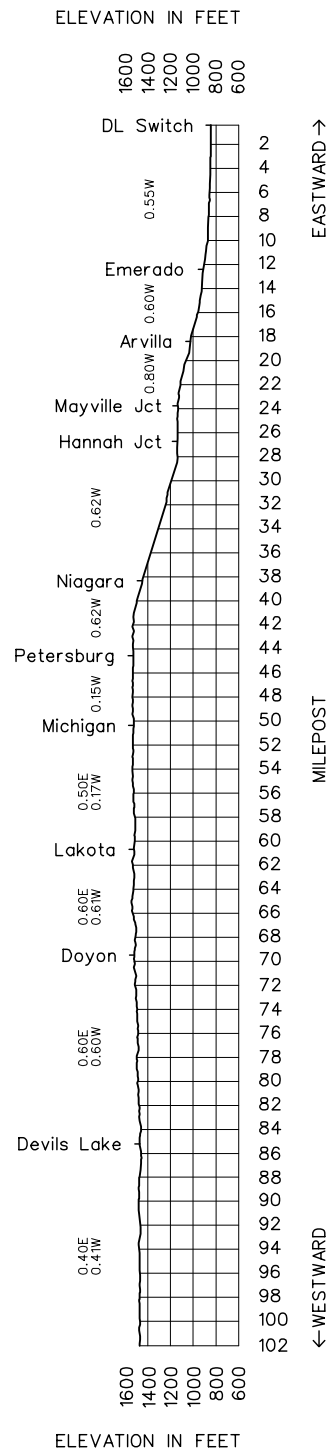
##### Line Segment Limits

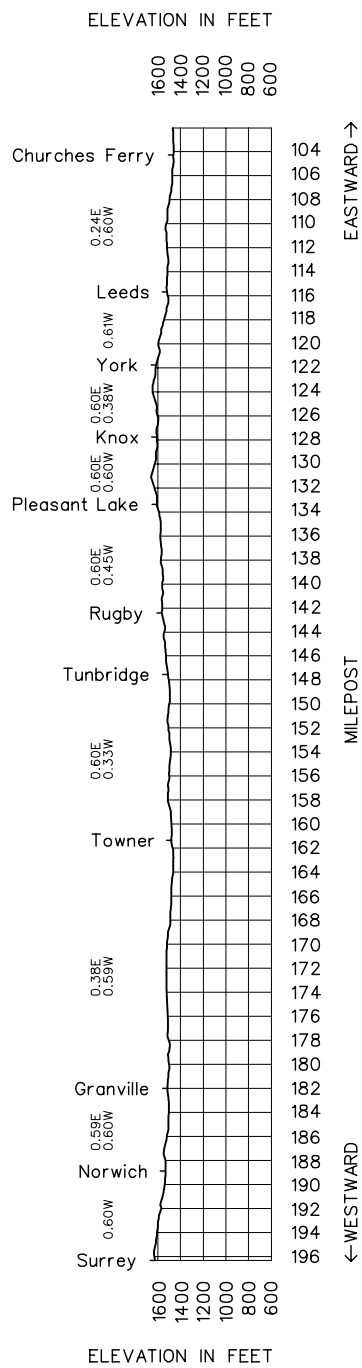
268 ..... York to Wolford  
32 ..... DL Switch  
33 ..... DL Switch to Surrey

#### 9. Locations Not Shown as Stations

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

#### 10. Grade Charts





Length of Siding (Feet)	Station Nos.	Mile Post	Drayton Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	55539	145.0	GRAFTON	JTU	Rule 6.28		15.5
	55464	160.5	DRAYTON		TWC	249	18.3
	55483	178.8	JOLIETTE		Rule 6.28		33.8

Radio Channel No. 66 in service.

Radio Call-In	
Grafton - 48(X)	Calalier - 60(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

#### Train Dispatcher Telephone Numbers

(817) 234-6421, 1-800-382-7809

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

Grafton to Joliette ..... **Freight**  
25 MPH.

##### 1(B). Speed—Permanent Restrictions

MP 137.09 to MP 148.0 ..... 10 MPH.  
MP 159.6 to MP 163.3 ..... 10 MPH.  
MP 177.7 to MP 179.5 ..... 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

Honeyford to Joliette ..... 134 tons, Restriction G

Six-axle locomotives are not permitted.

#### 3. Type of Operation

**TWC**—in effect:  
MP 148.0 to MP 177.7

#### 4. General Code of Operating Rules Items

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**Rule 6.28**—in effect:  
MP 137.09 to MP 148.0—Grafton  
MP 177.7 to MP 179.5 - Joliette

#### 5. Trackside Warning Detectors (TWD)—None

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**Grafton**—On account of curvature of turnout and track on N.P. Industrial Spur at MP 146.0, cars must be handled at a speed not exceeding 3 MPH.

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

**Drayton Subdivision**—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F. Does not apply in 6.28 territory in Grafton.

#### 8. Line Segments

##### Road Line Segments

##### Line Segment Limits

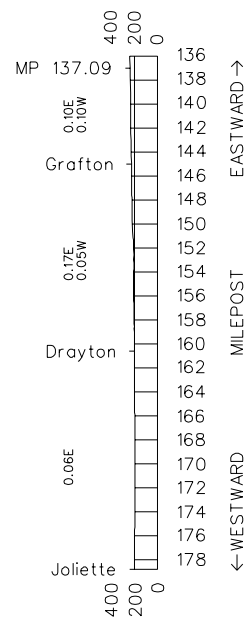
249 ..... MP 137.09 to Joliette

#### 9. Locations Not Shown as Stations

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

#### 10. Grade Charts

ELEVATION IN FEET



ELEVATION IN FEET

Length of Siding (Feet)	Station Nos.	Mile Post	Glasston Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	05295	0.0	GRAND FORKS	RBMJT			1.4
	55502	1.4	CALSPUR	R			11.0
	55512	12.4	MANVEL		TWC		12.1
	55524	24.5	ARDOCH	JU			6.1
	55530	30.6	MINTO			250	8.8
	55539	39.4	GRAFTON	JTU	Rule 6.28		6.5
	55546	45.9	AUBURN				7.6
	55553	53.5	ST. THOMAS		TWC		6.1
	55559	59.6	GLASSTON		Rule 6.28		59.6

**Radio Channel No. 66 in service.**

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

**Train Dispatcher Telephone Numbers**

(817) 234-6421, 1-800-382-7809

**1. Speed Regulations****1(A). Speed—Maximum**

**Freight**

Grand Forks to Glasston ..... 25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 0.4, (HER) WWD only ..... 10 MPH.

MP 37.0 to MP 42.0 ..... 10 MPH.

MP 59.0 to MP 61.2 ..... 10 MPH.

**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

Hwy 81 Crossing—west leg of wye (HER) ..... 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**

Grand Forks to Glasston ..... 143 ton, Restriction D

**3. Type of Operation****TWC—in effect:**

MP 6.0 to MP 37.0

MP 42.0 to MP 59.0 Grafton to Glasston

**Restricted Limits - in effect:**

MP 0.0 to MP 6.0 - Grand Forks

**4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, distance will be 1.0 miles.

**Rule 6.28—in effect:**

MP 37.0 to MP 42.0 - Grafton

MP 59.0 to MP 61.2 - Glasston

**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions**

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

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

**Grafton**—The normal position of the main track switch located at MP 40.2 is lined for the Walhalla Subdivision.

**Transfer Track**—At the switch located at MP 38.7, the normal position is lined for movement to be made.

**Glasston Subdivision**—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F between Ardoch and Glasston. Do not operate between the hours of 1100 and 2000 when the temperature exceeds 95 degrees F between Grand Forks and Ardoch. Does not apply within Restricted Limits at Grand Forks and 6.28 Limits at Grafton. Does not apply within Restricted Limits at Grand Forks and Rule 6.28 limits at Grafton.

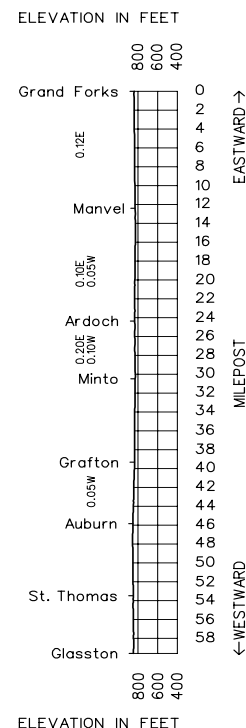
All switches must be lined and locked for the Glasston Subdivision.

**8. Line Segments****Road Line Segments****Line Segment Limits**

250 ..... Grand Forks to Glasston

**9. Locations Not Shown as Stations**

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

**10. Grade Charts**

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Grand Forks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		05163	164.9	CASS LAKE				14.8	
		05178	90.7	BEMIDJI				6.6	
	8,129	05184	84.1	WILTON				12.1	
		05196	72.0	SHEVLIN				6.9	
		05203	65.1	BAGLEY				7.4	
	8,239	05211	57.7	EBRO			31	13.0	
		05224	44.7	FOSSTON				7.5	
	9,033	05231	37.2	McINTOSH				6.0	
		05237	31.2	ERSKINE	AJ	TWC		6.7	
		05244	24.5	MENTOR				6.8	
		05251	17.7	TILDEN JCT.	J			4.8	
	9,038	05255	12.9	BENOIT				11.0	
			1.9	CROOKSTON				1.0	
		05270	81.0X	CROOKSTON JCT.	J			2.9	
			83.9X	NORTH CROOKSTON JCT.	JT			9.2	
	7,710	05280	93.1X	FISHER			32	9.9	
		05291	103.0X	SIMPLOT				2.0	
		05293	105.0X	EAST GRAND FORKS	R			4.9	
		05295	109.9	GRAND FORKS	BMJTY			0.4	
			110.3	GF SWITCH (To FO Switch 0.5 miles)	MJTY	ABS 2MT		1.1	
			111.4	DL SWITCH	MJT			135.0	

**Radio Channel 85 in service between Cass Lake and East Grand Forks**

**Radio Channel 20 in service between East Grand Forks and DL Switch**

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

#### Train Dispatcher Telephone Numbers

Grand Forks East: (817) 234-6409, 1-800-382-7785

Grand Forks West: (817) 234-6421, 1-800-382-7809

### 1. Speed Regulations

#### 1(A). Speed—Maximum

	Freight
Cass Lake to MP 103.0X Simplot .....	49 MPH.
Trains over 100 TOB .....	45 MPH.
FO Switch to Grand Forks MT 2 .....	10 MPH.

#### 1(B). Speed—Permanent Restrictions

MP 92.0X to MP 93.0X at Fisher .....	40 MPH.
Between Fisher and Crookston, MP 84.0X to MP 1.0 .....	30 MPH.
Head end restriction, Bemidji, between MP 89.5 and MP 91.6 ...	35 MPH.
MP 103.0X, Simplot, to MP 105.0X, East Grand Forks .....	25 MPH.
MP 103.0X, Simplot, head end restriction for eastward trains.	
MP 105.0 X, East Grand Forks, to MP 109.9, GF Switch .....	20 MPH.
MP 110.3, GF Switch, to DL Switch, MT 1 .....	25 MPH.
MP 109.9, Grand Forks, to MP 110.3, GF Switch .....	10 MPH.
MP 164.8, Highway No 371 (HER) .....	20 MPH.

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

#### 1(D). Speed—Other

Sidings .....	10 MPH.
Cass Lake wye .....	10 MPH.
Fisher Elevator track .....	5 MPH.

#### Cold Weather Speed Restrictions

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 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

Cass Lake to Grand Forks ..... 143 tons, Restriction A

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

Northwood Spur MP 82.3

### 3. Type of Operation

#### TWC—in effect:

Cass Lake to East Grand Forks..MP 164.9 to MP 105.0X

#### Yard Limits—in effect:

Grand Forks to DL Switch..... MP 109.78 to MP 111.4

GF Switch to FO Switch

#### Restricted Limits—in effect:

East Grand Forks to Grand Forks MP 105.0X to MP 109.78

### 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 bridges, tunnels or other structures: None

B. Other TWD locations

MP 22.7—DED

MP 47.7—DED

MP 70.1—Recall Code 827

MP 87.3X—Recall Code 737

MP 88.0—DED

### 6. FRA Excepted Track—None

### 7. Special Conditions

**Duplicate Mileposts**—Due to duplicate mileposts on this subdivision, an alpha suffix is used between Crookston, MP 80.9X and Grand Forks MP 105.5X as provided by System Special Instructions

#### Grand Forks

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

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

When switching UND, handle all cars with air.

Protect open switch in effect, Grand Forks Subdivision.

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

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

Cottonwood switch at MP 107.59 may be left lined in the position last used, and must be locked. Trains must approach this switch expecting it to be lined against movement.

Cars left on the east end of Track 13 should be left at least one car length west of Track 12 switch due to close clearance between tracks.

Loaded unit trains (Except coal, Potash and Grain) that are over 100 cars must not run through and yard tracks other than the Old Main, Tracks 101 to 109 with preference given to the Old Main and Track 101.

At Grand Forks, all westbound coal empties or other through westbound trains should change crews on the west end of the yard to avoid blocking crossings. Utility employees or outbound crew should arrange to have Cottonwood switch lined prior to train arrival.

**Grand Forks Yard**—Loaded unit trains greater than 100 cars will use tracks 101 through 109, old pass track, or BNSF Passenger Main only.

**J.R. Simplot**—When spotting cars, no more than one mechanical reefer (potato car) can be handled during movement.

**Yard Crews OT or Relieving Trains**—Yard crews relieving disabled trains or working overtime for any reason must have permission from Yardmaster. A copy of trip ticket must be placed in Terminal Manager's mail box at the end of shift.

#### Train Inspection

A roll-by inspection is required of departing trains at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

**Crookston**—Locomotive cooling water is available at the section house.

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

**Mentor**—Industry track for MW use only.

#### Speed Indicator Test Mile Locations—

MP 97.0X and MP 96.0X

MP 98.0 and MP 97.0

**Flash Flood Warnings**—The following location is identified as "critical" as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 66.0 to MP 67.0

MP 50.0 to MP 55.0

MP 1.7 to MP 1.9

#### 8. Line Segments

##### Yard Line Segments

##### Line Segment Limits

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

##### Road Line Segments

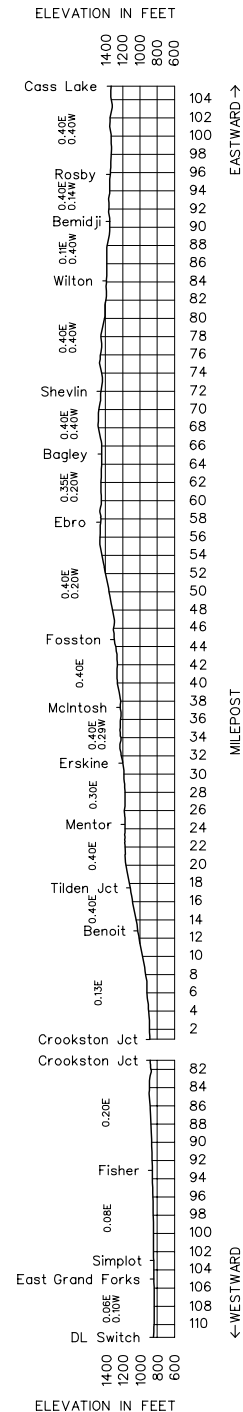
##### Line Segment Limits

220 .....	DL Switch
31 .....	Cass Lake to Crookston Jct., MP 0.0
32 .....	Crookston Jct., MP 0.0, to GF Switch

#### 9. Locations Not Shown as Stations

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

#### 10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Hanley Falls Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	07288	0.0	HANLEY FALLS	JT			6.1
	53506	5.9	HAZEL RUN				5.3
	35311	11.1	CLARKFIELD				6.4
	53517	17.6	BOYD				9.3
	53526	26.7	DAWSON				8.9
	53535	34.3	MADISON MN				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 Number—(817) 234-6404

**1. Speed Regulations****1(A). Speed—Maximum**

**Freight**

Hanley Falls to Madison ..... 25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 0.7 (HER) ..... 10 MPH.

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 0.7 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 Excepted 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 1100 and 2000, no trains can operate between Hanley Falls and Madison (MP 0.0 to MP 34.3) when ambient temperature reaches 80 degrees except as follows:

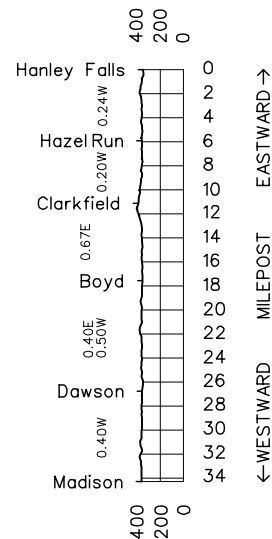
Permission to operate freight trains within these time and temperature restrictions may be granted by the Division General Manager, Division Engineer, or Superintendent Operations. Permission to operate work trains within these time and temperature restrictions may be granted by the supervisory roadmaster.

**8. Line Segments****Road Line Segments****Line Segment Limits**

223 ..... Hanley Falls to Madison

**9. Locations Not Shown as Stations—None****10. Grade Chart**

ELEVATION IN FEET



ELEVATION IN FEET



Length of Siding (Feet)	Station Nos.	Mile Post	Hannah Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	55723	23.6	CONWAY	J	TWC	252	5.0
	55728	28.0	PISEK				6.2
	55734	34.2	PARK RIVER				9.3
	55744	43.5	EDINBURG				12.6
	55756	56.1	MILTON				5.7
	55762	61.9	OSNABROCK				11.7
	55774	73.6	LANGDON				14.4
	55788	88.0	WALES				6.6
	55795	94.6	HANNAH	T	Rule 6.28		71.5

Radio Channel No. 66 in service.

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

#### Train Dispatcher Telephone Numbers

(817) 234-6421, 1-800-382-7809

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

	Freight
Conway to Langdon .....	25 MPH.
Langdon to Hannah .....	10 MPH.
MP 23.8, bridge .....	10 MPH.
MP 31.4, bridge .....	10 MPH.
MP 34.8, bridge .....	10 MPH.
MP 44.2, bridge .....	10 MPH.
MP 44.7, bridge .....	10 MPH.

##### 1(B). Speed—Permanent Restrictions—None

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

##### 1(D). Speed—Other—None

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Conway to Hannah ..... 143 tons, Restriction A

#### 3. Type of Operation

TWC—in effect:

Conway to MP 94.0

#### 4. General Code of Operating Rules Items

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**Rule 6.28**—in effect:

Between MP 94.0 and Hannah

#### 5. Trackside Warning Detectors (TWD)—None

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**Hannah Subdivision**—Do not operate between the hours of 1100 and 2000 when temperature exceeds 95 degrees F between Conway and Langdon. Do not operate between the hours of 1100 and 2000 when temperature exceeds 75 degrees F between Langdon and Hannah.

**Flash Flood Warnings**—The following locations are identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 40.0 to MP 46.0

MP 72.0 to MP 75.0

#### 8. Line Segments

##### Road Line Segments

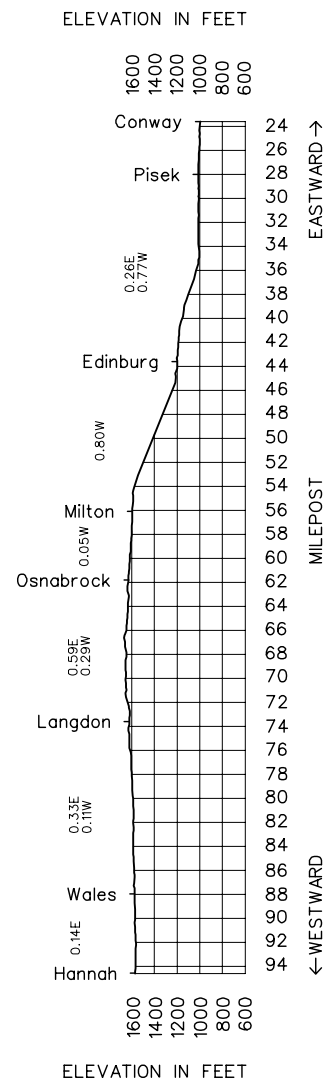
##### Line Segment Limits

252 ..... Conway to Hannah

#### 9. Locations Not Shown as Stations

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

#### 10. Grade Charts



W S I D I N G T R A C K W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hib Tac Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ E A S T W A R D
		52401	500.0	KELLY LAKE		CTC	257	0.7	
		52456	500.7	HIB TAC JCT.		TWC		1.9	
			502.6	MAHONNING				1.9	
			504.5	SCENIC					
			505.8	CLAY TRACK SWITCH		Rule 6.28		5.8	

**Radio Channel 85 in service.**

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

**Train Dispatcher Telephone Number—(817) 234-6409**

## 1. Speed Regulations

### 1(A). Speed—Maximum

	<b>Freight</b>
Kelly Lake to Clay Track Switch (MP 505.5) .....	20 MPH.

### 1(B). Speed—Permanent Restrictions

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

### 1(C). Speed—Switches and Turnouts

All turnouts ..... 12 MPH.

### 1(D). Speed—Other

Hib Tac Jct. to Emmert ..... 20 MPH.  
MP 119.3 to MP 118.2, city of Hibbing grade crossing (HER) .... 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

Kelly Lake to Hibbing Taconite ..... 143 tons, Restriction C

### 3. Type of Operation

**TWC**—in effect:

MP 500.0 to MP 504.5

**Rule 6.28**—in effect:

All track west of MP 504.5  
Hib Tac Jct. to Emmert

#### 4. General Code of Operating Rule Items

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**5. Trackside Warning Detectors (TWD)—None**

## 6. FRA Excepted Track—None

## 7. Special Conditions

**EP 60 Electric Train**—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of these cars, series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 pounds may result in an undesired release of the trains brakes.

**Taconite Cars**—For freight trains with more than 6000 trailing tons and that are handling empty taconite cars, the empty taconite cars must be placed at the rear of the train.

**Kelly Lake**—Trains exceeding 100 TOB are not allowed on tracks 1, 2 and 3. Trackage between Emmert, Keenan and Virginia will be governed by DM&IR current timetable and special instructions. These will be available at the Kelly Lake Depot.

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

**Clay Track**—Building constructed with close clearance at both ends. Lights installed:

**Red**—Do Not Enter

**Yellow**—Proceed with Caution

**Hib Tac Jct to Scenic**—Between MP 500.7 and MP 504.5, BNSF ABTH Rule 101.29.4 requires the following:

All train crew members on trains operating on grades above must take action to stop train, with an emergency application of the brakes, should train exceed 5 mph over the maximum authorized speed.

## 8. Line Segments

### Road Line Segments

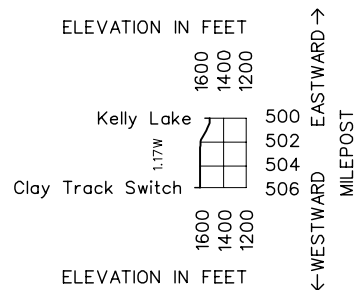
Line Segment	Limits
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238 ..... Kelly Lake—Emmert Jct.  
257 ..... Hibbing Taconite Line

## 9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
52456 Hib Tac Jct.	0.5 west of Kelly Lake		East
Salvage Trk.	2.5 west of Kelly Lake		East
Coal Track	3.0 west of Kelly Lake		West
Kings Spur	3.1 west of Kelly Lake	17	Both
52408 Oil Spur	5.7 west of Kelly Lake	10	Both

## 10. Grade Charts



WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Hillsboro Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		00679	24.2	FARGO YARD OFFICE	JTY	OCS ABS		1.7	
			25.9	DAKOTA JCT.	JY			6.0	
	6,455	10053	31.9	HARWOOD				12.5	
		10066	44.4	GARDNER				6.2	
	6,462	10072	50.6	GRANDIN				11.1	
	7,280	10084	61.7	HILLSBORO				4.0	
		10088	65.7	TAFT		TWC ABS	220	4.4	
		10092	70.1	CUMMINGS				6.0	
	6,460	10098	76.1	BUXTON				5.0	
		10103	81.1	REYNOLDS				7.1	
	5,618	10110	88.2	THOMPSON				9.4	
			97.6	FO SWITCH	MJT			0.6	
			98.2	DL SWITCH	MJTY	ABS		74.0	

**Radio Channel No. 66 in service.**

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

Radio Call-In		
Harwood - 05(X)	Hillsboro - 46(X)	Grand Forks - 96(X)
Fargo - 52(X) Ch. 70	Dilworth Yd - 31(X) Ch. 20	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

#### Train Dispatcher Telephone Numbers

(817) 234-6421, 1-800-382-7809

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

	Passenger	Freight
Dakota Jct. to FO Switch .....	70 MPH.	50 MPH.
FO Switch and DL Switch .....	10 MPH.	10 MPH.

##### 1(B). Speed—Permanent Restrictions

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

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

##### 1(D). Speed—Other

Siding Harwood, Grandin, Hillsboro, Buxton, Thompson .....	10 MPH.
Thompson—Elevator track over scale .....	5 MPH.
Cold Weather Speed Restrictions	
When the temperature is -20 degrees F or colder, the following speed restrictions apply:	
Freight trains 100 TOB and over—do not exceed 40 MPH.	
Passenger trains—do not exceed 65 MPH.	

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Fargo Yard Office to DL Switch ..... 143 tons, Restriction A

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

Henningson Cold Storage  
Redco Yard Tracks crossing Hwy 81  
Taft—Elevator Track

#### 3. Type of Operation

**TWC**—in effect:

MP 25.9, Dakota Jct., to MP 97.6, FO Switch

**Yard Limits**—in effect:

MP 25.9 to MP 24.2 between Dakota Jct. and Fargo Yard Office

MP 97.6 to MP 98.2, FO Switch to DL Switch

**Manual Interlocking**—in effect:

FO Switch (MP 97.6) to DL Switch

**OCS**—Occupancy Control System—in effect:

Between MP 24.2, Fargo Yard Office, and MP 25.9, Dakota Jct., trains and engines may enter or occupy the main track on a controlled signal indication after receiving verbal permission to enter yard limits from the Dilworth dispatcher. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from the Dilworth dispatcher.

#### 4. General Code of Operating Rules Items

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

**Rule 6.28**—in effect:

Coal connecting track

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

- Protecting bridges, tunnels or other structures: None
- Other TWD locations
  - MP 32.7—Recall Code 058
  - MP 52.7—Recall Code 467
  - MP 79.0—Recall Code 468
  - MP 92.5—DED—WWD only

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

Hillsboro siding is located between MP 60.0 and MP 61.7.

##### Speed Indicator test Mile Locations

WWD—MP 34 - MP 35.

EWD—MP 91 - MP 90.

##### Dilworth Terminal

- All switch engines, trains and MW movements within the Dilworth Terminal are under the direction of the Dilworth yardmaster.

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

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

- Train Inspection

Dilworth/Fargo—A roll-by inspection is required of departing trains at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

#### 8. Line Segments

##### Road Line Segments

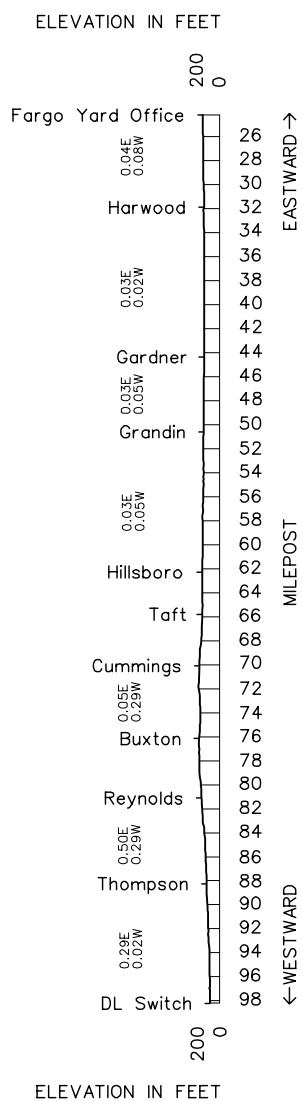
##### Line Segment Limits

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

## 9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
10078 Kelso	6.1 west of Grandin	8	West
Alton	6.9 west of Grandin	110	Both
10086 Amerian Crystal (Redco)	2.3 west of Hillsboro	60	Both
10115 Merrifield	4.9 west of Thompson	32	Both
10118 Flaata	7.8 west of Thompson	13	West
10120 Prairie Sub Station	8.8 west of Thompson	10	East
Henningson to Cold Storage	9.2 west of Thompson	10	East

## 10. Grade Charts



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Siding Switch Mile Post Loc.	Mile Post	Hinckley Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		05013		11.8	BOYLSTON	JT	CTC	2108	12.7	
	6118	06112	23.4 24.7	24.5	FOXBORO		TWC ABS	28	12.0	
	7129	06100	35.9 37.3	36.6	NICKERSON				12.2	
	5690	06088	48.4 49.5	48.9	BRUNO				8.4	
	6957	06080	56.5 57.9	57.2	ASKOV				5.9	
		06074		63.1	SANDSTONE				9.1	
	7417	06065	72.3 73.8	72.3	HINCKLEY	BJ			7.9	
	8553	06057	78.7 80.5	80.1	BROOK PARK				0.4	
				80.5	MORA JCT.	J			11.1	
	9000	06046	90.0 91.7	91.3	GRASSTON				16.1	
	8800	06029	108.0 109.8	107.4	CAMBRIDGE				11.7	
	4958	06018	118.6 119.6	119.0	BETHEL				11.9	
	9000	06006	129.7 131.5	131.0	ANDOVER				5.9	
		00448		136.9	COON CREEK	J	CTC		125.3	

**Radio Channel No. 66 in service Boylston to Coon Creek.**

Radio Call-In		
Nickerson - 85(X)	Hinckley - 86(X)	Cambridge - 87(X)
DM&IR - 96	Elk River - 80(X)	Carlton - 84(X)
Superior - 81(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

**Train Dispatcher Telephone Number—(817) 234-6408****1. Speed Regulations****1(A). Speed—Maximum**

Boylston to Coon Creek .....	<b>Freight</b> 50 MPH.
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**1(B). Speed—Permanent Restrictions**

Boylston to south end of bridge MP 15.5 .....	35 MPH.
Boylston, west leg of wye .....	10 MPH.
South end of bridge MP 15.5 to MP 24.5 .....	40 MPH.
Hinckley MP 72.0 to MP 72.3 .....	40 MPH.

**1(C). Speed—Switches and Turnouts**

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

**1(D). Speed—Other**

Through all sidings .....	10 MPH.
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Cold Weather Speed Restrictions  
When the temperature is -25 degrees F or colder, the following speed restrictions apply:  
Freight trains 100 TOB and over—do not exceed 40 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.
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**2. Bridge and Equipment Weight Restrictions****Maximum Gross Weight of Car**

Boylston to Coon Creek .....	143 tons, Restriction A
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**3. Type of Operation****TWC—in effect:**

Boylston to Coon Creek

**4. General Code of Operating Rules Items**

**Rule 5.8.2(11)**—Between MP 134.0 to MP 136.9, a whistle free zone is established. Use this whistle signal to warn employees when approaching men or equipment on or near the track, regardless of any whistle prohibitions or when view is obstructed.

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

**Rule 6.32.4**—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 330 feet to a road crossing when there is an adjacent track.

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

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

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

A. Protecting bridges, tunnels or other structures  
MP 20.8—DED—NWD only—Recall Code 857  
MP 58.9—DED—SWD only—Recall Code 867  
MP 66.5—NWD only—Recall Code 868

B. Other TWD locations  
MP 20.8—DED—SWD only—Recall Code 857  
MP 39.3—Recall Code 858  
MP 58.9—DED—NWD only—Recall Code 867  
MP 66.5—SWD only—Recall Code 868  
MP 96.3—Recall Code 878  
MP 126.5—Recall Code 808

**6. FRA Excepted Track—None****7. Special Conditions****Speed Indicator Test Mile Locations**

MP 76.0 - MP 77.0

**Automatic Switch Locations**

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

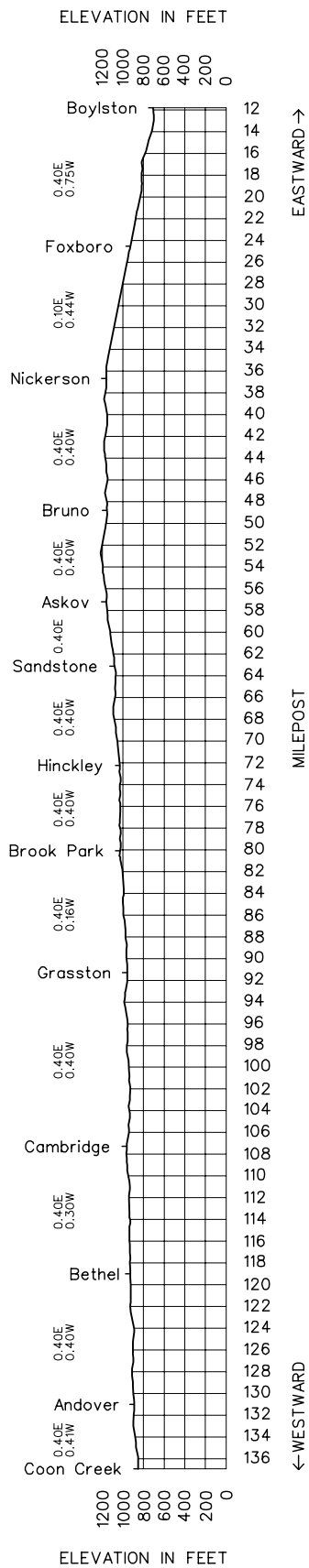
**8. Line Segments****Road Line Segments****Line Segment Limits**

2108 .....	Boylston-MP 11.8 to MP 19.4
28 .....	Boylston to Coon Creek

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
06002 Busch	1.7 north of Coon Creek	18	Both
06012 Cedar Interstate Lumber	5.7 north of Andover MP 125.2	12	North
Oak Grove	6.2 north of Andover MP 124.7	10	North
06024 Isanti	5.7 south of Cambridge MP 113.0	54	Both
06040 Braham	5.3 south of Grasston MP 96.7	25	South

10. Grade Charts



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hunter Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		00707	64.2	VANCE				4.8	
		56305	69.0	ARTHUR		Rule 6.28	23	5.9	
		56311	75.2	HUNTER				11.9	

**Radio Channel No. 70 in service.**

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

**Train Dispatcher Telephone Number**

(817) 234-6406, 1-800-681-4977

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Clifford Line Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		00716	0.0	ERIE JCT.	J			1.4	
		56402	1.4	ERIE		TWC		10.7	
		56412	12.1	GALESBURG			274	5.4	
		56418	17.5	CLIFFORD		Rule 6.28		17.5	

**Radio Channel 70 in service.**

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

**Train Dispatcher Telephone Number**

(817) 234-6406, 1-800-681-4977

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Warwick Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		00724	24.3	WARWICK JCT.	J			1.6	
		57002	25.7	PAGE				7.1	
		57009	32.8	COLGATE				6.3	
		57015	39.2	HOPE				9.3	
		57024	48.4	PICKERT				5.0	
		57029	53.3	FINLEY				6.5	
		57036	59.8	SHARON		TWC	24	7.1	
		57043	66.9	ANETA				4.9	
		57048	71.9	KLOTEN				6.0	
		57054	77.8	McVILLE				7.3	
		57061	85.1	PEKIN				5.8	
		57067	90.9	TOLNA				7.1	
		57080	97.3	HAMAR				74.0	

**Radio Channel No. 70 in service.**

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

**Train Dispatcher Telephone Numbers**

(817) 234-6406, 1-800-681-4977

**1. Speed Regulations****1(A). Speed—Maximum**

	<b>Freight</b>
Clifford to Erie Jct. ....	25 MPH.
Vance to Hunter .....	10 MPH.
Warwick Jct. to Hamar .....	25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 17.0 to MP 18.0 .....	10 MPH.
Warwick Jct. to MP 97.3 .....	25 MPH.
Pickert MP 48.2 to MP 48.4 (HER) .....	10 MPH.

**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

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

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

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

Vance to Hunter .....	134 tons, Restriction G
Erie Jct. to Clifford .....	134 tons, Restriction G
Warwick Jct. to Warwick .....	134 tons, Restriction G

**Hunter and Warwick Subdivision**—Six-axle locomotives and six-axle derricks are not permitted.**3. Type of Operation****TWC**—in effect:

Clifford and Warwick Subdivisions

**4. General Code of Operating Rules Items****Rule 6.19**—When flagging is required, distance will be 1.0 mile.**Rule 6.28**—in effect:

Hunter Subdivision—MP 64.2 to MP 75.9

Clifford Line Subdivision—trackage between MP 17.0 and MP 18.0 Clifford.

**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions****Warwick Subdivision**—Do not operate between the hours of 1100 and 2000 when temperature exceeds 85 degrees F.**Clifford Subdivision**—Do not operate between the hours of 1100 and 2000 when temperature exceeds 85 degrees F.**Hunter Subdivision**—Do not operate between the hours of 1100 and 2000 when temperature exceeds 85 degrees F.**Flash Flood Warnings**—The following locations are identified as "critical" as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

Hunter Subdivision

MP 64.2 to MP 74.0

Warwick Subdivision

MP 70.0 to MP 72.0

MP 74.0 to MP 75.0

MP 82.0 to MP 84.0

**8. Line Segments****Road Line Segments****Line Segment Limits**

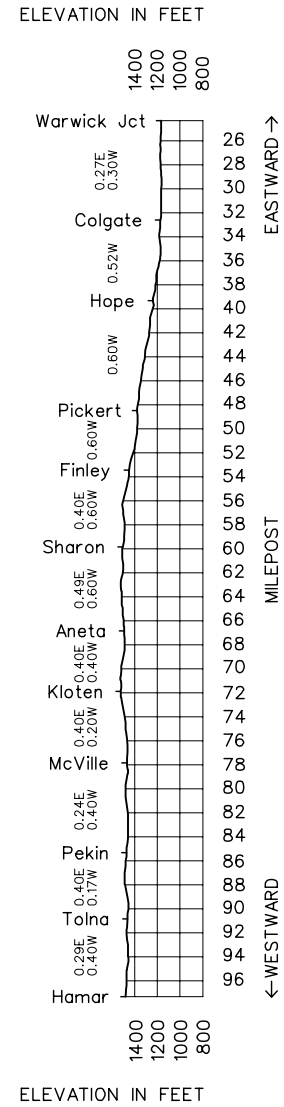
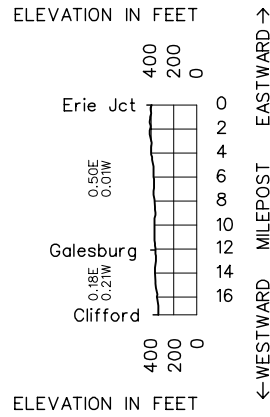
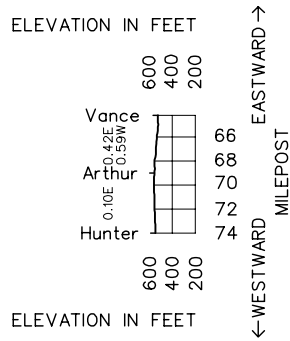
23..... Vance to Hunter

274..... Erie Jct. to Clifford

24..... Warwick Jct. to MP 98.0

9. Locations Not Shown as Stations—None

10. Grade Charts





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.
		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
	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 BEREIA				1.5
	03306	70.9	NORTH BEREIA				5.4
7,940	03312	76.1	SANBORN	JT			5.3
	03317	81.4	ECKELSON				7.7
	03325	89.1	SPIRITWOOD				5.6
	03331	94.7	BLOOM				6.0
	03336	99.2 99.2X 93.7X	JAMESTOWN	BJ X(2)	DT TWC ABS		8.0
	03342	99.7X	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			38	10.7
8,260	03404	161.9	DRISCOLL		TWC ABS		7.8
	03412	169.6	STERLING				6.6
	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

	Freight
Surrey Jct. to Mandan	
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—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 and west 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.

### 1(D). Speed—Other

Bridge 196, Bismarck, cars heavier than 136 tons	25 MPH.
-----------------------------------------------------	---------

### Cold Weather Restrictions

When temperature is minus 20 degrees Fahrenheit (-20 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. 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:

Jamestown—Wye track, Track 114, storage tracks south of Belt Track (140), except Ramp Track (180).

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 at Spiritwood on scale or inside building at east end of Ladish Malt Plant trackage.

## 3. Type of Operation

**TWC**—in effect:

Surry Jct. Switch to Mandan

**Yard Limits**—in effect:

Burleigh and Mandan ..... MP 192.0 to MP 200.3

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

**Jamestown**—RRVW trains must receive authority from BNSF train dispatcher before occupying main tracks. RRVW train crews must remain on BNSF radio frequency while occupying BNSF tracks.

**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**—in effect:

Trackage between Sanborn and Rogers.

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

- A. Protecting bridges, tunnels or other structures  
MP 61.8—DED—WWD only—Recall Code 357  
MP 68.5—DED—EWD only—Recall Code 358
- B. Other TWD locations  
MP 48.9—Recall Code 367  
MP 61.8—DED—EWD only  
MP 68.5—DED—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.

**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.

**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:

Eastbound	Westbound
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 33:

MP 165.0 to MP 167.0

MP 102.0 to MP 104.0

MP 91.0 to MP 94.0

**8. Line Segments****Yard Line Segments****Line Segment Limits**

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

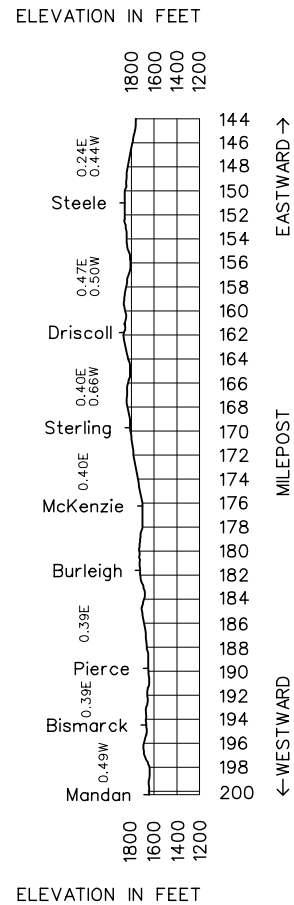
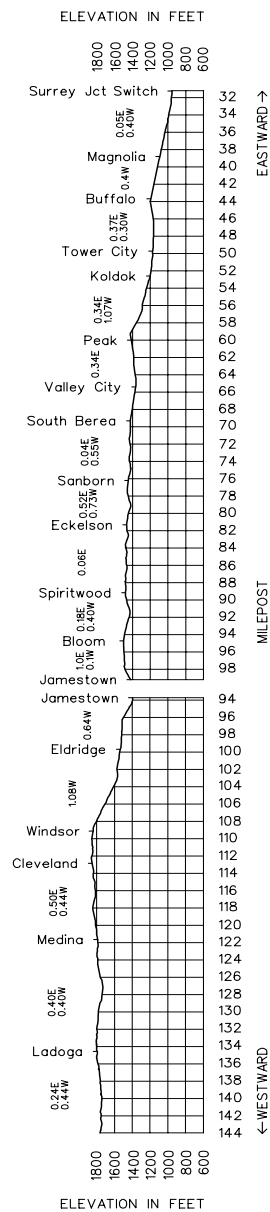
**Road Line Segments****Line Segment Limits****Mileposts**

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 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	110	Both
03380 Tappen	3.1 west of Ladoga	46	East
03386 Dawson	7.7 west of Ladoga	30	West

## 10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	K O Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		250.3	EAST DILWORTH	MXV		25	1.9
		1.0	WATTS	MXV	2MT ABS		2.1
00673	3.2	DILWORTH	BT X(2)Y			26	2.3
00675	5.8	MOORHEAD JCT.	MJX(2)Y	DT ABS			2.1
00679	8.6	FARGO	JX(2)Y				5.3
00683	13.0	WEST FARGO	MJX(2)Y				7.3
00690	20.2	MAPLETON	X(2)		2MT CTC		7.6
00698	28.4	CASSELTON	JX				3.3
	31.1 3.3X	SURREY JCT. SWITCH	JX			24	7.6
9371	00709	10.5X	ABSARAKA				13.5
9490	00724	24.3X 41.0	NOLAN	J			21.1
7733	00736	52.8	PILLSBURY				7.4
9145	00744	60.2	LUVERNE				12.7
9613	00757	73.0	HANNAFORD	J			13.4
9686	00770	86.4	SUTTON				13.6
9630	00784	99.9	JUANITA				12.8
8797	00796	112.7	BRANTFORD				11.6
11516	00808	124.3	NEW ROCKFORD	JT	CTC	34	12.5
8552	00820	136.8	BREMEN				12.7
9078	00833	149.5	HEIMDAL				12.4
8994	00845	161.7	SELZ				15.3
9526	00861	177.0	AYLMER				9.8
9388	00870	186.8	GUTHRIE				12.8
9168	00883	199.6	KARLSRUHE				12.3
9782	00896	211.9	SIMCOE				14.1
	05495	226.0	SURREY	J			2.3
	00911	197.9X	GAVIN YARD	BJT			1.8
	00913	199.7X	JD SWITCH	X(2)		33	3.5
	00917	203.2X 0.0	MINOT	X	2MT CTC		255.1

**Radio Channel No. 70 in service.**

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

Radio Call-In		
Surrey Jct. Switch - 53(X)	Nolan - 23(X)	Hannaford - 06(X)
Juanita - 16(X)	New Rockford - 20(X)	Selz - 17(X)
Alymer - 26(X)	Simcoe - 15(X)	Gavin - 07(X)
Fargo - 52(X) Ch. 70	Dilworth Yd - 31(X) Ch. 20	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

**Train Dispatcher Telephone Numbers**

(817) 234-6406, 1-800-681-4977

Dilworth—8-280-7284

**1. Speed Regulations****1(A). Speed—Maximum**

	Passenger	Freight
East Dilworth to Minot .....		60 MPH.
Trains consisting entirely of loaded double stack equipment, not exceeding 105 TOB .....		60 MPH.

**1(B). Speed—Permanent Restrictions**

	Passenger	Freight
MP 250.3 to MP 3.1 .....	75 MPH.	60 MPH.
MP 250.3 to MP 3.1, trains over 100 TOB .....		40 MPH.
MP 3.1 to MP 9.1 (HER)—WWD only .....		35 MPH.
MP 10.8 to MP 11.3 .....	40 MPH.	40 MPH.
MP 27.0 to MP 28.0 (HER) .....		40 MPH.
MP 12.8 to JY Jct. ....		10 MPH.
Between Surrey and JD Switch		
MP 225.5 and MP 199.7 .....	60 MPH.	50 MPH.
Between JD Switch and Minot		
MP 199.7 to MP 200.9 on Main 2 .....	60 MPH.	50 MPH.
Between JD Switch and Minot		
MP 200.9 to MP 202.2 on Main 2 .....	60 MPH.	35 MPH.
Between JD Switch and Minot		
MP 202.2 on Main 2 .....	35 MPH.	35 MPH.
Between west crossover JD Switch and Minot on Main 1, MP 199.4 to MP 1.2 .....		35 MPH.
Eastward Freight Main between west switch		
Diesel Service and west crossover JD Switch .....		25 MPH.
Head end speed restrictions for westbound freight trains as follows: .....		30 MPH.
Signal 2485.5 on Main Track No. 2, Minot		
Trains departing sidings on a proceed signal may increase speed to 35 MPH after engine has passed signal, including west crossovers through turnout JD Switch.		
Between Absaraka and Pillsbury		
MP 23.8X to MP 41.2 .....		55 MPH.

**1(C). Speed—Switches and Turnouts**

Through turnouts at:

MP 1.0, crossover Watts .....	35 MPH.
MP 250.3, crossover .....	35 MPH.
MP 6.2, crossover .....	35 MPH.
MP 12.9, crossover .....	35 MPH.
MP 20.0, crossovers .....	35 MPH.
MP 28.3, crossover .....	35 MPH.
MP 28.4, turnout to RRVW .....	30 MPH.
MP 31.0, crossover .....	35 MPH.
MP 31.1, turnout at Surrey Jct. Switch .....	35 MPH.
Head end restriction, MP 124.0 to MP 124.7 .....	50 MPH.
Surrey through turnouts .....	35 MPH.
Trains or engines leaving siding on clear signal and through turnouts at following locations:	
Absaraka siding .....	35 MPH.
Nolan siding .....	35 MPH.
Pillsbury siding .....	35 MPH.
Luverne siding .....	25 MPH.
Hannaford siding .....	25 MPH.
Sutton siding .....	35 MPH.
Juanita siding .....	35 MPH.
Brantford siding .....	35 MPH.
New Rockford siding .....	35 MPH.
Bremen siding .....	35 MPH.
Heimdal siding .....	35 MPH.
Selz siding .....	35 MPH.
Aylmer siding .....	35 MPH.
Guthrie siding .....	35 MPH.
Karlsruhe siding .....	35 MPH.
Simcoe siding .....	35 MPH.

**1(D). Speed—Other****Cold Weather Speed Restrictions**

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.

Freight trains up to 100 TOB—do not exceed 50 MPH.

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

Passenger trains—do not exceed 65 MPH.

Connecting Tracks Between West Fargo (MP 12.8) on the KO Subdivision and JY Jct. (MP 3.9) on the Prosper Subdivision, JY connecting is considered signaled main track in yard limits. Maximum speed is 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

East Dilworth to Minot ..... 143 tons, Restriction A  
 Hannaford to Walum ..... 134 tons, Restriction G  
 Tatman Jct. to Tatman ..... 134 tons, Restriction G  
 Hannaford Elevator Track ..... 134 tons, Restriction G

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

Between MP 25.4 and Walum  
 Between Tatman Jct. and Tatman

## 3. Type of Operation

### Yard Limits—in effect:

MP 250.3, East Dilworth, to MP 13.0, West Fargo, on Main 1 and Main 2

### Control Point Not Shown as Station

Middle Dilworth—MP 2.3 (manual interlocking)

### CTC—in effect:

Between MP 13.0, West Fargo, and MP 203.2, Minot

### OCS—Occupancy Control System—in effect:

Between East Dilworth, MP 250.3, and West Fargo, MP 13.0, trains and engines may enter or occupy the main track on a controlled signal indication after receiving verbal permission to enter yard limits from the Dilworth dispatcher. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from the Dilworth dispatcher.

## 4. General Code of Operating Rules Items

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

**Rule 6.28**—Between MP 22.9, Walum, and MP 26.4, Hannaford, all tracks are industrial tracks.

## 5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures  
 MP 55.9—WWD only—Recall Code 238  
 MP 68.6—DED—EWD only—Recall Code 237  
 MP 202.0—WWD only—Recall Code 538  
 MP 209.2—DED—EWD only—Recall Code 157

### B. Other TWD locations

Between Dilworth and Surrey Jct. Switch  
 MP 16.2—Recall Code 537  
 MP 25.3—Recall Code 538  
 Between Surrey Jct. Switch and Minot  
 MP 19.3X—Recall Code 538  
 MP 55.9—Recall Code 238  
 MP 68.6—DED—WWD only—Recall Code 237  
 MP 83.7—Recall Code 068  
 MP 110.5—Recall Code 167  
 MP 127.9—Recall Code 168  
 MP 142.4—Recall Code 177  
 MP 168.7—Recall Code 178  
 MP 185.5—Recall Code 268  
 MP 202.0—EWD only—Recall Code 538  
 MP 209.2—DED—WWD only—Recall Code 157

## 6. FRA Excepted Track—None

## 7. Special Conditions Dilworth Terminal

A. Defined Terminal—All yard tracks and main tracks between:  
 KO Sub. .... Main 2 from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.  
 Main 1 from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.

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

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

P Line Sub. .... From Moorhead to MP 3.6 east of Kragnes.

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

**Duplicate Mileposts**—Due to duplicate mileposts on this subdivision, an alpha suffix is used between:

East Dilworth, MP 0.0X and Nolan, MP 20.0X  
 Surrey Jct Switch, MP 3.0X and Nolan, MP 24.3  
 Surrey, MP 196.2 and Minot, MP 203.3  
 as provided by System Special Instructions.

## B. Occupancy Control System

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

East Dilworth (MP 250.3) and West Fargo (MP 13.0) on the KO Subdivision, South Moorhead (MP 41.3) and JY Jct. (MP 3.9) on the Prosper Subdivision, and JY Jct. (MP 3.9) and West Fargo on the Prosper Subdivision. OCS is in effect between Fargo Yard Office (MP 24.2) and Dakota Jct. (MP 25.9) on the Hillsboro Subdivision.

All main track movements within yard limits will be controlled by the Dilworth dispatcher. All yard track movements (other than main track) in the Dilworth/Fargo Terminal will be controlled by the Dilworth yardmaster.

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Middle Dilworth—MP 2.3
- Eastbound Yard Lead (MP 5.2 on Main 2, KO Sub.)
- Moorhead Jct.
- West Fargo
- South Moorhead
- Fargo Yard Office
- Dakota Jct.
- JY Jct.
- OTV Jct.
- Middle Dilworth

Trains and engines must get verbal authority from the Dilworth dispatcher 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 crews must obtain an OCS authority from the Dilworth dispatcher before occupying or fouling the main track within OCS limits or when a Form B is in effect. Maintenance of Way crews in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

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

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

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

C. Radio

The following channels are in service:

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

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

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

D. Train Inspection

Dilworth/Fargo—A roll-by inspection is required of departing trains at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

E. Deadheading

All crews deadheading from Dilworth must have permission from the yardmaster on duty to depart Dilworth or Fargo prior to leaving the terminal. If the yardmaster on duty OK's the deadhead crew to depart which results in a penalty payment, the crew claiming penalty must have the yardmaster's name and time departed OK'ed on their claim. Failure to do so will result in claim being declined.

F. Verifying Placement of Dangerous Cars

Any utility person or hostler helper making an initial terminal air test either when attached as a crew member or working with the Dilworth hostler, must have a list of cars on the track being tested. Verification of that track for correct placement of dangerous cars must be made and the yardmaster advised.

G. Route Instructions

All train crews must contact the Dilworth Terminal Yardmaster for instructions for route through the Dilworth/Fargo Terminal. Dilworth Terminal Yardmaster will instruct crews when to contact the crew hauler.

**Speed Indicator Test Mile Locations**

WWD—MP 21.0 - MP 22.0

MP 117.0 - MP 116.0

MP 146.0 - MP 147.0

MP 221.0 - MP 220.0

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

**New Rockford**—The east end of the south siding switch leading to RRVW must be lined and locked for the RRVW.

Extra head-/rear-end train devices are available.

**Minot**—Westward trains at Simcoe will call the Gavin yardmaster for instructions.

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

**Casselton**—BNSF trains setting out or picking up cars at Casselton must contact the RRVW dispatcher at (701) 280-7338 to obtain track bulletins for the RRVW.

**Wallum Industrial**—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

**Cars Setout Bad Order**—Trains setting cars out bad order are to spot cars by Bad Order signs on auxiliary tracks.

8. Line Segments

**Yard Line Segments**

**Line Segment Yard**

562 .....	Dilworth WFE
560 .....	Dilworth
561 .....	Fargo
468 .....	Gavin Yard
565 .....	Minot Yard

**Road Line Segments**

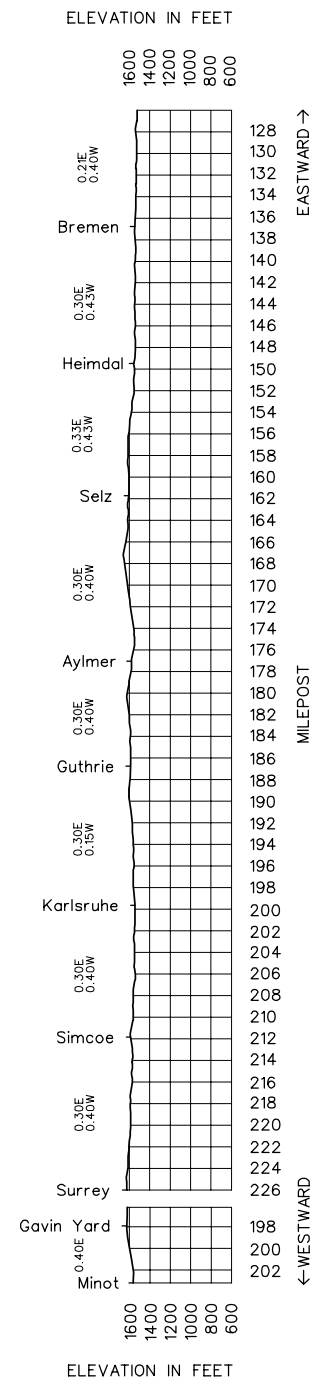
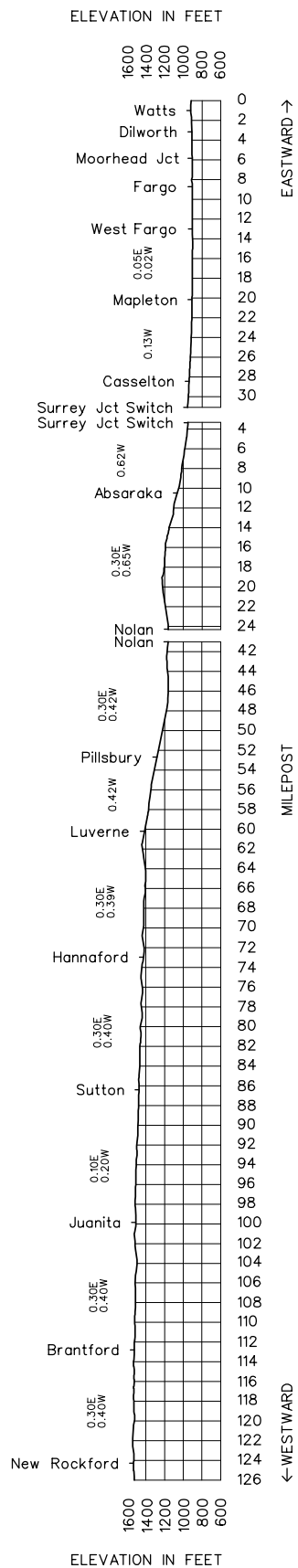
**Line Segment Limits**

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

9. Locations Not Shown as Stations

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

## 10. Grade Charts



Length of Siding (Feet)	Station Nos.	Siding Switch Mile Post Loc.	Mile Post	Lakes Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	05004		5.4	SUPERIOR	BT	Rule 6.28	28	2.1
			7.6	54th ST.				1.2
	05008		8.8	CENTRAL AVE. To Rice's Point Yard on Coal Track 10.1	JX			0.6
			9.4	M&J JCT.	J	2MT CTC		1.4
	05010		10.3	SAUNDERS	JX(2)		30	2.4
	05013		12.6	BOYLSTON	JTX			3.3
			15.9	MP 15.9				15.8
9,700	05033	33.0 34.9	34.0	CHUB LAKE	J			7.1
	05039		41.1	CLOQUET				8.9
7,869		49.2 50.9	50.0	DRACO				7.6
10,480	05055	55.9 58.0	57.7	BROOKSTON	J			17.8
9,785	05073	73.0 75.0	75.6	FLOODWOOD		CTC		6.6
9,216	05079	82.1 83.9	82.2	ISLAND				9.9
9,893	05090	90.3 92.4	92.1	SWAN RIVER				9.0
9,917	05099	100.0 102.0	101.0	PHILBIN				7.5
7,036	05106	106.9 108.4	108.4	GUNN	JT			3.0
	05109		112.1	GRAND RAPIDS	B	TWC ABS		5.0
4,942	05115	116.7 117.7	116.5	COHASSET	T			8.8
6,950	05124	125.6 127.0	125.7	DEER RIVER				7.1
	05131		132.8	BALL CLUB		TWC		20.5
6,228	05151	152.7 153.9	152.9	SCHLEY				11.5
	05163		164.9	CASS LAKE	BT			157.1

Radio Channel No. 66 in service Superior to Chub Lake

Radio Channel No. 85 in service Chub Lake to Cass Lake.

Radio Channel No. 76 Superior Terminal.

Radio Channel No. 33 Duluth Yardmaster

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

#### Train Dispatcher Phone Number

Superior to Chub Lake—(817) 234-6408

Chub Lake to Cass Lake—(817) 234-6409

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

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

##### 1(B). Speed—Permanent Restrictions

54th St. to MP 21.0 .....	40 MPH.
MP 21.0 to MP 34.0 .....	35 MPH.
MP 34.0 to MP 39.6 .....	40 MPH.
MP 39.6 to MP 41.3 (HER) .....	30 MPH.
MP 41.3 to MP 46.6 .....	40 MPH.
MP 46.6 to MP 47.4 .....	35 MPH.
MP 47.4 to MP 57.7 .....	40 MPH.
MP 63.3 to MP 63.6 .....	40 MPH.
MP 108.4 EWD trains approaching EBCS, Gunn (HER) from Casco Subdivision only .....	20 MPH.

MP 108.5 to MP 111.2 .....	25 MPH.
MP 111.2 to MP 112.3 (HER) .....	12 MPH.
MP 112.3 to MP 115.8 .....	25 MPH.

#### 1(C). Speed—Switches and Turnouts

Trains or engines on siding or through No. 20 turnouts

at the following locations:

Crossover Saunders MP 10.3, Boylston, MP 15.9 and

Chub Lake, east and west siding switch ..... 35 MPH.

Central Ave., turnout to coal main ..... 12 MPH.

Trains or engines on siding or through No. 20 turnouts

at the following location:

Crossover West Saunders MP 10.8 ..... 10 MPH.

Trains or engines on sidings and through No. 20 turnouts

at the following locations:

Draco, Brookston, Swan River, Island, Philbin, Floodwood

and turnout to Brainard Subdivision ..... 25 MPH.

Sidings

Schley, Gunn, Cohasset, Deer River ..... 10 MPH.

Trains and engines through turnouts at the following locations:

Central Ave. crossover ..... 25 MPH.

#### 1(D). Speed—Other

Deer River, over city crossings between

MP 125.5 and MP 125.9 (HER) ..... 25 MPH.

Gunn (west leg of wye) ..... 5 MPH.

#### Cold Weather Speed Restrictions

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

Freight trains 100 TOB and over—do not exceed 40 MPH.

Item 1(A) of the System Special Instructions applies from MP 108 to MP 116.

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Superior to Cass Lake ..... 143 tons, Restriction A

Grassy Point Bridge ..... 143 tons, Restriction C

#### 3. Type of Operation

CTC—in effect:

54th St. to Gunn ..... MP 7.6 to MP 108.5

TWC-ABS—in effect:

Gunn to Grand Rapids ..... MP 108.5 to MP 115.8

TWC—in effect:

Grand Rapids to Cass Lake ..... MP 115.8 to MP 164.9

#### 4. General Code of Operating Rules Items

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

Rule 6.32.4—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 330 feet to road crossing when there is an adjacent track.

Rule 6.28—in effect

Superior ..... MP 4.65 to MP 7.6

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

A. Protecting bridges, tunnels or other structures

MP 25.4—DED—WWD only—Recall Code 797

MP 31.5—EWD only—Recall Code 798

B. Other TWD locations

MP 25.4—DED—EWD only—Recall Code 797

MP 31.5—WWD only—Recall Code 798

MP 53.4—Recall Code 978

MP 78.0—Recall Code 948

MP 105.0—Recall Code 928

MP 129.9—Recall Code 937



**6. FRA Excepted Track—None****7. Special Conditions**

**EP 60 Electric Train**—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of these cars, series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 pounds may result in an undesired release of the trains brakes.

**Taconite Cars**—For freight trains with more than 6000 trailing tons and that are handling empty taconite cars, the empty taconite cars must be placed at the rear of the train.

**Superior/Duluth Whistle Ordinance**—In Superior, all crossings not protected by electronic warning devices (i.e. gates and/or lights), whistle must be sounded. In Duluth, whistle must be sounded at all crossings. Exception: Do not sound whistle in Duluth between 2200 and 0700 hours except in emergency.

**Between Central Avenue and Duluth**

Coal Runner between Central Ave. MP 8.8

and 28th St. MP 6.1—(HER) ..... 20 MPH.

Eastward and westward runner tracks between

54th St. and Superior (28th St.) ..... 20 MPH.

Between MP 3.3 and Grassy Point draw bridge and between No Name Creek and Rice's Point Yard will be two running tracks that will be called East and West running tracks.

**Grassy Point Drawbridge**—Movement over bridge is controlled by operator on Channel 76. When approaching bridge, contact operator for route. Moving from Superior to Duluth, obtain route from Rices Point Yardmaster, Channel 33. Moving from Duluth to Superior, obtain route from 28th Street Yardmaster, Channel 76, prior to movement over bridge.

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

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

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

After first car has been dumped:

5. Re-attach engine to train.
6. Release air.
7. Spot second and third cars for dumping.

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

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

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

No dynamic braking starting at first curve beyond dump shed. Operate at 10 MPH on all Midwest Energy tracks. Exception: Operate at 5 MPH from first inside switch to dumper shed (loads only).

**Between Central Avenue and Superior East End**—The manual interlocking located at Vin Jct. is controlled by the control operator at Minneapolis (612-904-5828). When it is necessary to get signal for route, call the control operator from the phone located near the crossing.

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

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

**Seyton**—The normal position of the east switch to the Potlatch spur will be lined for the Potlatch spur.

Potlatch Industries—Ensure that the crossing's signal lights are functioning properly before making any movement over County Road 63.

**MP&L Plant, Cohasset**—The normal position for the inside switch of the MP&L wye will be for the west leg of wye.

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

**Deer River**—All trains and engines must protect movement over the South St. crossing at MP 125.6 when occupying siding on account of rusty rail.

**Speed Indicator Test Mile Locations**

MP 87 - MP 86

MP 18 - MP 17

MP 139 - MP 140

**8. Line Segments****Terminal Line Segments**

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

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

**Yard Line Segments**

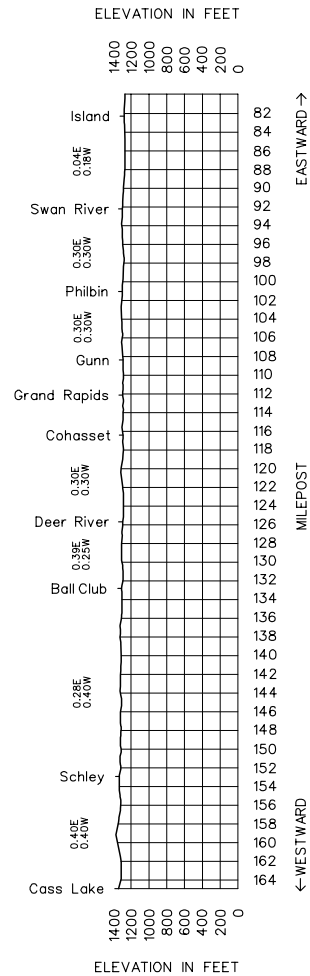
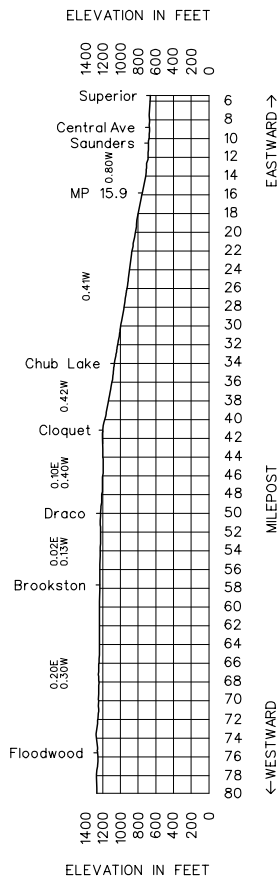
Line Segment	Limits
519 .....	Cloquet
527 .....	Cass Lake Yard

**Road Line Segments****Line Segment Limits**

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

**9. Locations Not Shown as Stations**

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

**10. Grade Charts**

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 ↑
		54418	0.0	(BNSF and E&E Crossings) SIOUX FALLS	BJTU	Rule 6.28	199	1.1	
		54298	1.1	EAST JCT	J			1.8	
		54297	2.9	WEST JCT	J			7.0	
		54293	9.9	CROOKS				4.9	
		54287	14.8	LYONS		TWC		6.2	
		54281	20.6	COLTON				7.6	
		54274	28.2	CHESTER				7.6	
		54274 54266	35.8 325.2	WENTWORTH				9.4	
		64807	334.6	MADISON SD		Rule 6.28	224	45.6	

**Radio Channel No. 66 in service.**

**Radio Channel No. 36 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 through Friday:

(817) 234-6404, except 0700-1500 (817) 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—6th and 8th Street crossings (HER) ..... 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 ..... 143 tons, Restriction E

#### 3. Type of Operation

**TWC**—in effect:

MP 4.0 to MP 332.4.

**Restricted Limits**—in effect:

Sioux Falls—MP 4.0 to MP 0.0

Madison—MP 332.4 to end of track

#### 4. General Code of Operating Rules Items

**Rule 6.19**—When required to flag, the distance will be 1.0 mile.

**Rule 6.19**—in effect:

Sioux Falls—MP 4.0 to MP 0.0

Madison—MP 332.4 to End of Track

#### 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 1100 to 2000, 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. Derail placed on Main Track 333.6.

#### 8. Line Segments

##### Yard Line Segments

##### Line Segment Limits

554 ..... Sioux Falls

##### Road Line Segments

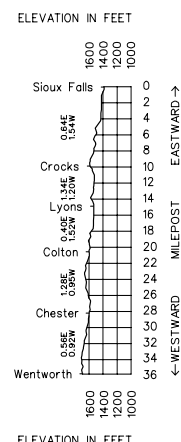
##### Line Segment Limits

199 ..... Sioux Falls to Wentworth

224 ..... Wentworth to Madison

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

#### 10. Grade Chart



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.
	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				5.6
	07262	69.3	LYND				6.7
7,553	07270	62.6	MARSHALL				12.7
	07281	50.0	COTTONWOOD				2.6
7,000	07283	47.4	SHAM LAKE				3.6
	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
	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 for road.

Radio Channel No. 36 in service for yard.

Train Dispatcher Telephone Number—(817) 234-6404

On the Sioux City Subdivision, Nebraska Division, MP 102.01 to Sioux City is part of and under the jurisdiction of the Twin Cities 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 192.0 ..... 40 MPH.  
 MP 192.0 to MP 219.0 ..... 45 MPH.

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

### 1(D). Speed—Other

Sioux City, over 18th Street crossing MP 222.2 (HER) ..... 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 (HER) ..... 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 223.2

MP 2.0 to MP 0.0

### TWC—in effect:

MP 219.0 (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 22.6—Recall Code 627

MP 46.1—Recall Code 628

MP 78.5—Recall Code 638

MP 113.5—Recall Code 648

MP 135.7—Recall Code 657

MP 160.1—Recall Code 658

MP 197.5—Recall Code 678

## 6. FRA Excepted Track—None

## 7. Special Conditions

### Test Mile Locations

MP 209.0—MP 208.0

MP 135.0—MP 134.0

MP 122.0—MP 121.0

MP 8.0—MP 7.0

**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 33:

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



Length of Siding (Feet)	Station Nos.	Mile Post	Mayville Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	05322	129.6	MAYVILLE JCT.	J	TWC	23	12.6
	06353	117.4	NORTHWOOD				8.5
	56345	109.0	HATTON				6.5
	56338	102.4	PORTLAND JCT.	JT			4.9
	56333	97.5	MAYVILLE		Rule 6.28		32.5

**Radio Channel No. 66 in service.**

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

**Train Dispatcher Telephone Numbers**

(817) 234-6421, 1-800-382-7809

**1. Speed Regulations****1(A). Speed—Maximum**

**Freight**

Mayville Jct. to Mayville ..... 25 MPH.

**1(B). Speed—Permanent Restrictions—None****1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

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

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

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

Mayville Jct. to MP 97.0 ..... 143 tons, Restriction D  
Portland to Portland Jct. .... 143 tons, Restriction D  
MP 97.0 to Mayville ..... 134 tons, Restriction G

Six-axle locomotives are not permitted.

Six-axle derricks are not permitted between MP 97 and Mayville.

**3. Type of Operation**

**TWC**—in effect:

Mayville Jct. MP 129.6 to MP 98.5

**4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**Rule 6.28**—Between Portland Jct. and Portland, maximum speed is 10 MPH between MP 98.5 and end of track Mayville.

**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions**

**Mayville Subdivision**—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 95 degrees F between Mayville and Mayville Jct. Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F between Portland and Portland Jct.

**8. Line Segments****Road Line Segments****Line Segment Limits**

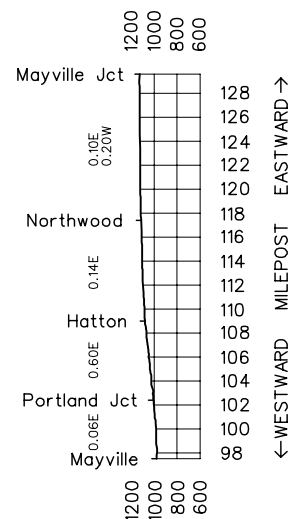
274 ..... Portland—Portland Jct.  
23 ..... Mayville Jct. to Mayville

**9. Locations Not Shown as Stations**

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

**10. Grade Charts**

ELEVATION IN FEET



ELEVATION IN FEET

Length of Siding (Feet)	Station Nos.	Mile Post	Midway Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00429	0.5	SEVENTH ST.	JY	2MT CTC	22	0.6
		1.4	WESTMINSTER	JX(2)Y			1.8
		2.2	JACKSON ST.	Y			0.8
		3.2	DALE ST.	XY			1.0
	00433	5.1	MIDWAY	BXY	CTC	216	1.9
	00435	7.0	ST. ANTHONY	JY			1.3
	00436	8.4	UNION YARD	BX(2)Y			1.3
	00437	9.5	MPLS JCT.	JTXY			0.8
		10.2	VAN BUREN	JXY			1.9
		11.4	UNIVERSITY	JX(2)Y	2MT CTC		11.1

**Radio Channel No. 70 in service for road crews between Seventh St. and University.**

**Radio Channel No. 15—Authority Channel West Hump Disp.**

**Radio Channel No. 76—Authority Channel East Hump Disp.**

Radio Call-In		
St Paul Ch. 76 - 20(X)	St Paul Ch. 15 - 02(X)	Northtown Ch. 15 - 01(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

#### Train Dispatcher Phone Numbers

St. Anthony to Seventh St.—(817) 234-6417, East Hump Disp.

St. Anthony to University—(817) 234-6401, West Hump Disp.

### 1. Speed Regulations

#### 1(A). Speed—Maximum

	Passenger	Freight
Seventh St. to University .....	30 MPH.	30 MPH.

#### 1(B). Speed—Permanent Restrictions

MP 7.1 to 10.3 .....	25 MPH.
MP 10.3 to MP 11.4, MT 1 .....	25 MPH.
MP 10.3 to MP 11.4, MT 2 .....	20 MPH.
Park Jct. and St. Anthony on Minnesota Commercial connection over Kasota Ave. road crossing .....	10 MPH.

#### 1(C). Speed—Switches and Turnouts

Midway, both crossovers .....	30 MPH.
All turnouts at St. Anthony, except at end of 2 main tracks .....	12 MPH.
At St. Anthony, turnout at end of 2 main tracks .....	25 MPH.
Through turnouts at the following locations:	
Seventh St., end of double track	
Seventh St., dividing switch	
Seventh St., turnouts main tracks of St. Paul Subdivision .....	30 MPH.

#### 1(D). Speed—Other

System Special Instructions 1 (A) applies between Van Buren and University on MT 2

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

### 2. Bridge and Equipment Weight Restrictions

#### Maximum Gross Weight of Car

Seventh St. to University ..... 143 tons, Restriction A

### 3. Type of Operation

#### Yard Limits—in effect:

MP 0.5 to MP 11.4

#### CTC—in effect:

MP 0.5 to MP 11.4

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

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

#### Control Point Not Shown as Station

GN Jct., MP 6.7—Main 1

**Seventh St. to St. Anthony**—Movements authorized by East Hump Dispatcher.

**St. Anthony to University**—Movements authorized by West Hump Dispatcher.

### 4. General Code of Operating Rules Items

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

### 5. Trackside Warning Detectors (TWD)—None

### 6. FRA Excepted Track—None

### 7. Special Conditions

**Minnesota Commercial Railway**—BNSF crews must receive verbal permission before entering Minnesota Commercial (MC) yard tracks. BNSF crews must use and monitor MC radio channel AAR 30-30 while using MC tracks. Announce presence and request permission to proceed from MC base. From 2200 Saturday, until 0600 Sunday, MC does not operate. During these hours BNSF crews may enter this facility only after announcing their presence and communicating with other crews using MC tracks.

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

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

#### Handling 80 Feet or Longer Cars

**Between Seventh St. and Westminster St.**—Trains of 5800 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 5800 tons. Exception: No restriction applies for westbound trains if a helper of 12 or fewer axles is employed.

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

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

**MP 0.5 to MP 5.0**—Both Main Tracks between MP 0.5 and MP 5.0, BNSF ABTH Rule 101.29.4 requires the following: All train crew members on trains operating on grades above, must take action to stop train, with an emergency application of the brakes, should train exceed 5 MPH over maximum authorized speed.



8. Line Segments

Terminal Line Segments—Minneapolis

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

Terminal Line Segments—St. Paul

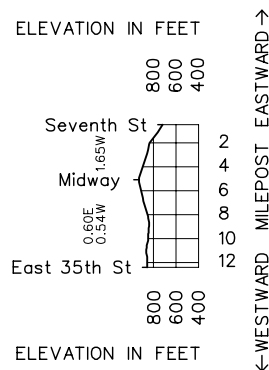
Line Segment	Yard	Limits
540	Midway Yard	Raymond Ave.-Lexington Ave.
542	Dale St. Shop	Lexington Ave.-Como Ave.
546	Daytons Bluff Yard	Oakland Tower-Mississippi St.
547	Stillwater (MN) Yd.	Stillwater

Road Line Segments

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

9. Locations Not Shown as Stations—None

10. Grade Chart



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.
	60320	295.3	CANTON	JT			8.4
	60328	303.7	WORTHING				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	
Chancellor - 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 through Friday:

(817) 234-6404, except 0700 -1500 (817) 234-2356

**1. Speed Regulations****1(A). Speed—Maximum**

	<b>Freight</b>
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 ..... 143 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 295.3 to MP 372.5.

**4. General Code of Operating Rules Items****Rule 6.19**—When flagging is required, distance will be 1.0 mile.**Rule 6.28**—in effect: 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 1100 to 2000, 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.

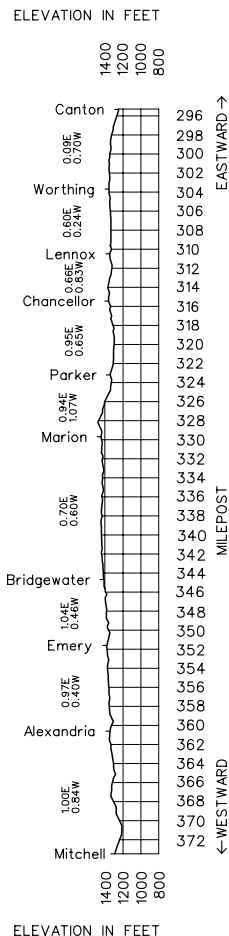
**Dynamic Braking**—In addition to compliance with Air Brake and Train Handling Rules 104.2.1 and 104.3.2B, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

**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****10. Grade Chart**

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		2.2	
			709.2	ABERDEEN WEST				11.0	
9,446	08320	720.1	MINA					8.1	
	08328	728.2	CRAVEN					5.1	
	08333	733.3	IPSWICH			CTC		8.3	
7,834	08341	741.6	BEEBE					7.0	
	08349	748.6	ROSCOE					8.6	
7,758	08357	757.2	GRETN					19.4	
	08377	776.6	JAVA JCT			ABS TWC		7.6	
7,673	08384	784.2	SELBY				2005	12.1	
7,970	08396	796.3	GLENHAM			CTC		8.8	
	08405	805.1	MOBRIDGE	T				11.9	
7,552	08417	817.0	WAKPALA					18.4	
9,643	08435	835.4	McLAUGHLIN	B				28.2	
7,735	08464	863.6	McINTOSH			ABS TWC		18.5	
7,747	08482	882.1	MORRISTOWN					12.5	
6,508	08495	894.6	THUNDERHAWK					15.1	
8,326	08510	909.7	PETREL					16.3	
9,690	08527	926.0	HETTINGER	B				219.0	

**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 through Friday:

(817) 234-6403, except 0700-1500 (817) 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:

Former 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, No. 2 and No. 4 Track Switches  
East North Lead Switch  
West Power Switch  
Mardian's Switch  
Roundhouse Lead 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 east end 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, Morristown, Petrel and Hettinger.
- Loaded coal trains only permitted on tracks 1, 2 and 4 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:

MP 709.1 to MP 756.3  
MP 795.5 to MP 797.0

**TWC**—in effect:

MP 783.1 to MP 795.5  
MP 797.0 to MP 926.0

### 4. General Code of Operating Rules Items

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**Rule 6.28**—MP 706.0 (Appleton Subdivision) to MP 709.2.

### 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 Hettinger**—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.

**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 33:

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

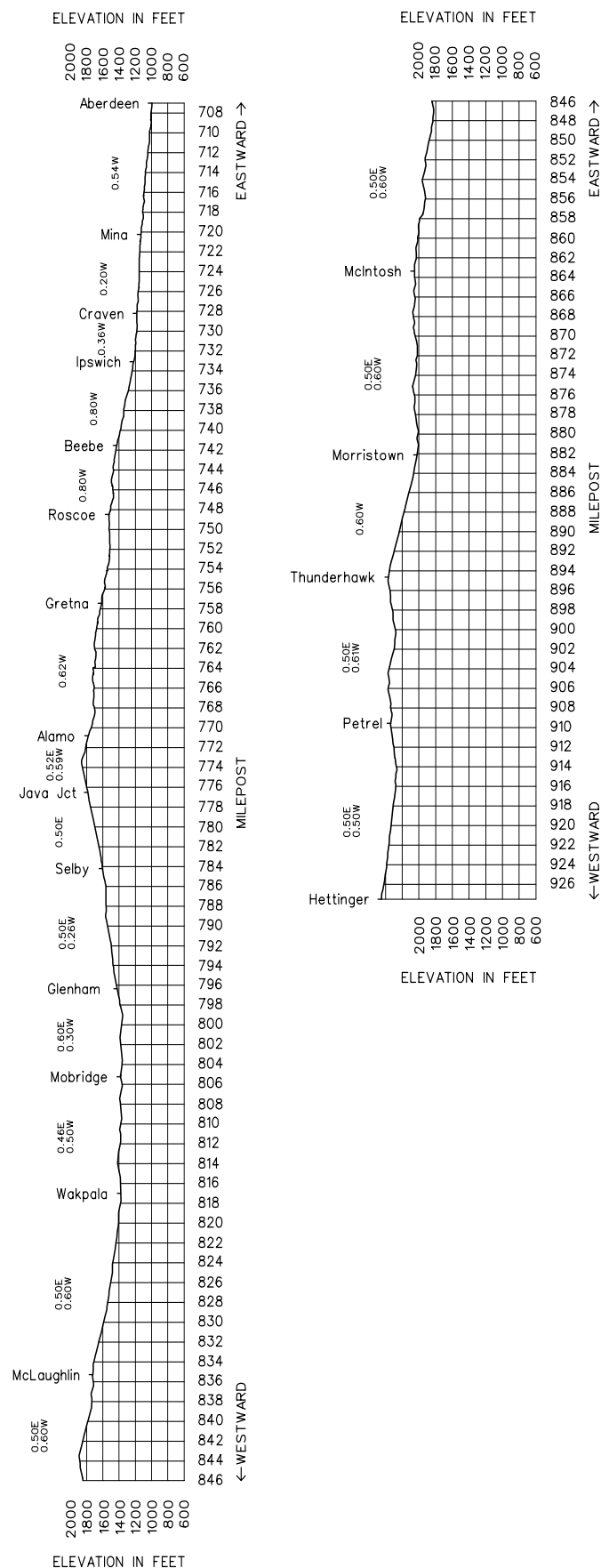
### Line Segment Limits

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 Wapakala	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

## 10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Monticello Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	03004	0.0	LYNDALE JCT.	J	TWC	202	1.7
	09001	1.7	M W JCT.	J			3.4
	09005	5.1	ROBBINSDALE				6.5
4,730	09011	11.6	OSSEO				9.0
	09020	20.6	ROGERS				6.3
	09027	26.9	ALBERTVILLE		Rule 6.28		8.6
	09035	35.5	MONTICELLO				35.5

**Radio Channel No. 15—Authority Channel West Hump Disp.**

**Radio Channel No. 87—Lyndale Jct. to Monticello**

**Train Dispatcher Telephone Number—(817) 234-6401**

# **1. Speed Regulations**

## **1(A). Speed—Maximum**

Lyndale to Monticello ..... **Freight**  
25 MPH.

## **1(B). Speed—Permanent Restrictions**

MP 5.0 to MP 5.2 ..... 10 MPH.  
MP 26.9 to MP 35.5 ..... 10 MPH.  
MP 20.6 (HER) ..... 10 MPH.

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

## **1(D). Speed—Other**

CP Crossing, 0.9 miles west of Lyndale Jct. .... 12 MPH.  
Between absolute signals of interlocking located  
1.3 miles west of Robbinsdale ..... 10 MPH.  
On Georgia Pacific Spur between MP 10.0 and  
MP 11.0 between Robbinsdale and Osseo ..... 5 MPH.  
Cars over 134 tons:  
Bridge 14.3, Osseo ..... 10 MPH.  
Bridge 23.3, Rogers ..... 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**

Lyndale Jct. to Monticello ..... 143 tons, Restriction D

Six-axle locomotives are not permitted.

## **3. Type of Operation**

**TWC**—in effect:

MP 0.0 to MP 26.9

## **4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**Rule 6.28**—in effect:

MP 26.9 to MP 35.5

## **5. Trackside Warning Detectors (TWD)—None**

## **6. FRA Excepted Track—None**

## **7. Special Conditions**

**Automatic Interlockings Not Indicated at Station**

CP crossing 1.3 miles west of Robbinsdale (Crystal)

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

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

**Osseo—Mid-American/NSP Lead**—Flag protection must be provided while switching over the 89th Avenue crossing.

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

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

## **8. Line Segments**

### **Road Line Segments**

### **Line Segment Limits**

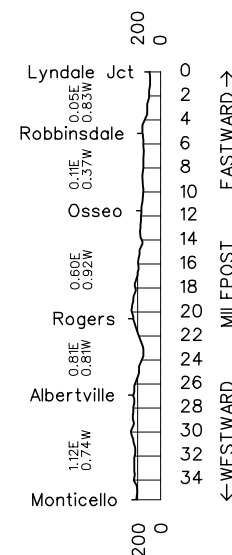
202 ..... Lyndale Jct. to Monticello

## **9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
09009 Atlas Cold Storage	2.5 east of Osseo	11	East
09011 Navarre	2.7 east of Osseo	5	West
09013 North Star Concrete Co. Spur	0.9 west of Osseo	14	West
09018 Hennepin Coop Feed Exchange Spur	2.0 east of Rogers	6	East
09020 Ultra Pack	0.8 west of Rogers	7	East
09022 South Side Lumber	0.3 west of Rogers	7	East
09038 Northern States Power Co. Spur	3.0 west of Monticello	20	East

## **10. Grade Charts**

ELEVATION IN FEET



ELEVATION IN FEET

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Moorhead Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	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				43.1	

**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		

**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 Number—(817) 234-6403**

**1. Speed Regulations****1(A). Speed—Maximum**

	<b>Freight</b>
E. Breckenridge to South Moorhead .....	25 MPH.
Note: Advance sign for eastward trains is placed at MP 42.3.	
MP 20.0 to MP 38.0 .....	40 MPH.

**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:**

MP 41.3 to MP 6.0

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)****A. Protecting bridges, tunnels or other structures: None****B. Other TWD Locations**

MP 23.0—Recall Code 478

**6. FRA Excepted Track—None****7. Special Conditions**

**Kent**—Derails placed on both ends of Elevator Track.

**Wolverton**—Derails placed on both ends of Elevator Track.

**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.

**Crossing MP 37.0**—All westward trains held out of Dilworth/ Fargo Yard must stop at MP 38.0 and if train does not clear crossing at MP 37.0, this crossing must be cut.

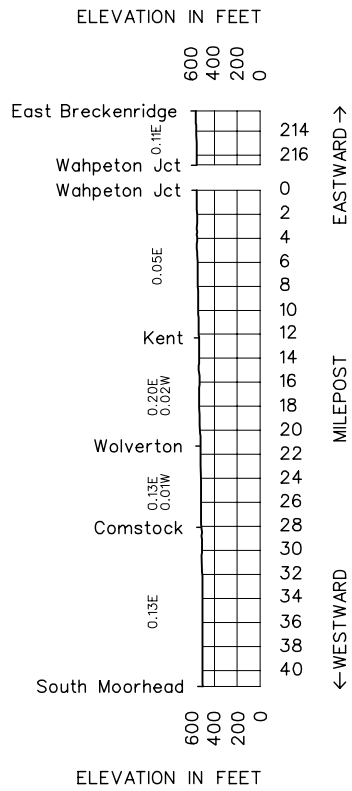
**8. Line Segments****Road Line Segments****Line Segment Limits**

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

10. Grade Chart



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 Number—(817) 234-6403****1. Speed Regulations****1(A). Speed—Maximum**

	Freight
MP 98.0 to MP 169.5 .....	40 MPH.
MP 169.5 to MP 182.7 .....	25 MPH.
MP 182.7 to MP 212.3 .....	40 MPH.

**1(B). Speed—Permanent Restrictions**

MP 148.0 to MP 182.7 .....	25 MPH.
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**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 the Marshall Subdivision via 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.
Willmar scale lead .....	10 MPH.
Willmar roundhouse .....	5 MPH.
On North Lead—WWD trains (HER) 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****Yard Limits**—in effect:

Red River Valley Western operates Main track from MP 212.32. Rule 6.13, Yard Limits are in effect within these limits. BNSF 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.

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

**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  
 MP 208.0—Recall Code 458

**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.

**Kerkhoven**—Ensure one crossing remains open.

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

To ensure that Minnesota State Highway 12 (MP 132.6) is not blocked for emergency vehicles in Benson, eastbound trains in excess of 4,800 feet entering the Morris Subdivision at Benson, will proceed from the non-controlled siding to the grade crossing at MP 130.5 before stopping to pick up crew member. Trains less than 4,800 feet may stop to pick up crew member at crossing at MP 131.6.

Westbound trains moving from the Morris Subdivision to the Appleton Subdivision will stop at grade crossing at MP 131.6 and a crew member will be transported by van to operate the electric lock at MP 132.8 for movement to the Appleton Subdivision via the non-controlled siding. The dispatcher will hold the signal indication at the double crossover Benson at a Stop indication. After the electric lock is open and the route lined for movement to the non-controlled siding, the dispatcher will verbally authorize movement beyond the Stop indication to leave the main track. The train will not proceed until it is known that the route is lined for movement.

In the event that weather conditions do not allow for highway vehicle travel, every effort will be made to minimize the amount of time Highway 12 is blocked.

Switching movements over the crossing at MP 132.6 must be stopped and crossing cleared at intervals not to exceed eight (8) minutes.

If a mechanical failure occurs, or it is impossible to clear this crossing within eight (8) minutes for any reason, the crew will immediately notify the dispatcher, who must relay the reason for delay to the Benson Police Department and Swift County Sheriff's Departments by telephone at (320) 843-3133 to allow rerouting of emergency vehicles. If unable to immediately contact the dispatcher, the train crew will notify the Police and/or Sheriff's Departments by first available means of communication.

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

Six axle locomotives not permitted on the rip Track Willmar Roundhouse.

When entering or departing the locomotive servicing area at Willmar Roundhouse, crew members on locomotives or employees on on-track equipment must contact the Mechanical personnel on duty prior to entering these limits or prior to initiating movement for departure.

All movements entering the Willmar Roadhouse will stop a minimum of two (2) car lengths east of the signal governing the power derail. Train/yard crew and the roadhouse employee in charge of the power derail, will have a full understanding of all movements to be made with Roundhouse limits, before any consist enters the limits.

Movements departing the Roundhouse, if stopped for any reason, will not reverse direction without contacting the Roundhouse personnel on duty. A full understanding of all movements within the Roundhouse limits must be reached before any movement begins.

## 8. Line Segments

### Yard Line Segments

**Line Segment Limits**  
552 ..... Willmar

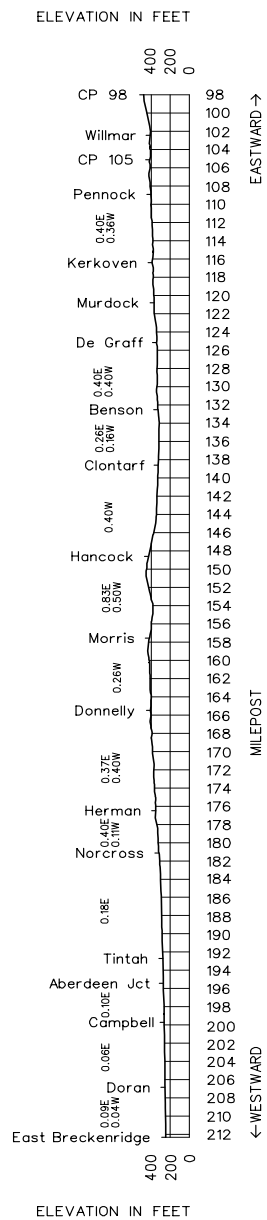
### Road Line Segments

**Line Segment Limits**  
22 ..... CP 98 to E. Breckenridge  
203 ..... Willmar Jct. MP 55.0 to MP 53.1  
209 ..... Aberdeen Line Jct. MP 0.0 to MP 0.6

## 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

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Noyes Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		0.0	NORTH CROOKSTON JCT.	JT			12.7
	09301	12.7	EUCLID				8.2
	09309	20.9	ANGUS				8.4
	09317	29.3	WARREN	A			9.8
	09327	39.1	ARGYLE				8.4
	09335	47.5	STEPHEN		TWC	245	8.6
	09344	56.1	DONALDSON				4.8
	09349	60.9	KENNEDY				9.2
	09358	70.1	HALLOCK				12.2
	09370	82.3	HUMBOLDT				8.2
	09378	90.5	NOYES	BJ	Rule 6.28		90.5

Radio Channel No. 85 in service.

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

#### Train Dispatcher Phone Numbers

(817) 234-6409, 1-800-382-7785

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

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

##### 1(B). Speed—Permanent Restrictions

MP 9.9 to MP 15.7 ..... 25 MPH.  
 MP 28.7 to MP 29.7 (HER) ..... 25 MPH.  
 MP 38.7 to MP 39.6 (HER) ..... 25 MPH.  
 MP 47.1 to MP 48.2 (HER) ..... 25 MPH.  
 MP 55.7 to MP 73.5 ..... 25 MPH.  
 MP 88.5 to MP 90.5 ..... 10 MPH.  
 North Crookston Jct., east and west leg of wye track ..... 10 MPH.

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

##### 1(D). Speed—Other - None

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

North Crookston Jct. to Noyes ..... 143 tons, Restriction C

Six axle locomotives and six axle derricks not permitted on Agricultural Track - UMC (Track 3282)

#### 3. Type of Operation

TWC—in effect:

MP 0.0 to MP 88.5

#### 4. General Code of Operating Rules Items

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**Rule 6.28**—in effect:

MP 88.5 to MP 90.5

#### 5. Trackside Warning Detectors (TWD)—None

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

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

##### Speed Indicator test Mile Locations

MP 79.0 - MP 80.0

**Flash Flood Warnings**—The following locations are identified as "critical" as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 29.0 to MP 30.0

MP 89.6 to MP 90.5

#### 8. Line Segments

##### Yard Line Segments

##### Line Segment Limits

227 ..... Portage—Midland Jct.—Winnipeg

##### Road Line Segments

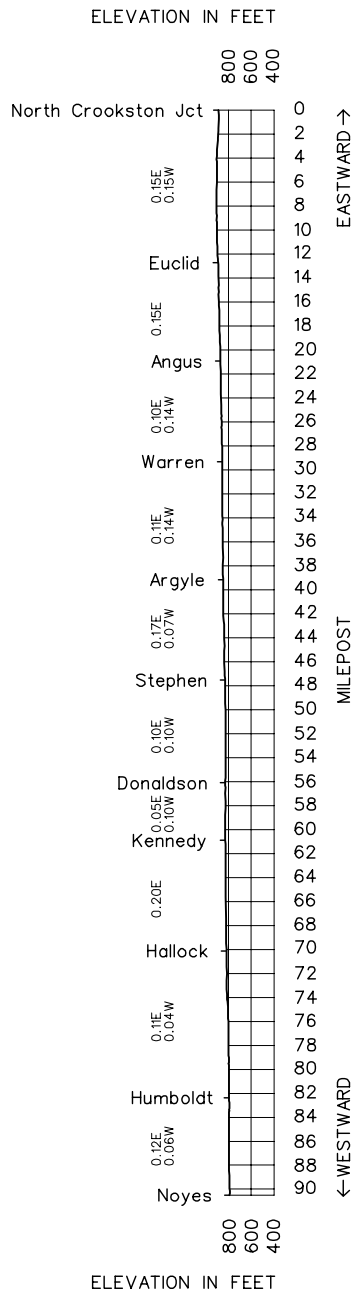
##### Line Segment Limits

245 ..... North Crookston Jct. to Noyes

#### 9. Locations Not Shown as Stations

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

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	P Line Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00676	0.0	MOORHEAD	J	Rule 6.28	247	8.6
	56008	8.0	KRAGNES				6.8
	56015	14.8	GEORGETOWN				6.6
	56022	21.0	PERLEY				22.0

**Radio Channel No. 85 in service.**

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

**Train Dispatcher Phone Number—(817) 234-7310****1. Speed Regulations****1(A). Speed—Maximum**

Moorhead to Perley ..... **Freight** 10 MPH.

**1(B). Speed—Permanent Restrictions—None****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**

Moorhead to Perley ..... 143 tons, Restriction C

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

**3. Type of Operation—None****4. General Code of Operating Rules Items**

**Rule 6.19**—When flagging is required, distance will be 1.0 mile.

**Rule 6.28**—in effect:

MP 0.0 to MP 21.0

**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions****Moorhead Jct. to MP 3.6 East of Kragnes**

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

KO Sub. .... Main 2 from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.  
Main 1 from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.

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

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

P Line Sub. .... From Moorhead to MP 3.6 east of Kragnes.

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

**B. Train Inspection**

Dilworth/Fargo—A roll-by inspection is required of departing trains at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

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

**Hot Weather Restrictions**

Between the hours of 1100 and 2000, between MP 0.0 and MP 3.6, no train operations permitted when temperature exceeds 95 degrees Fahrenheit.

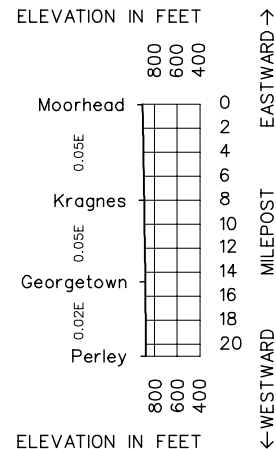
Between the hours of 1100 and 2000, between MP 3.6 and MP 21.0, no train operations permitted when temperature exceeds 85 degrees Fahrenheit.

**8. Line Segments****Road Line Segments****Line Segment Limits**

247 ..... Moorhead to Perley

**9. Locations Not Shown as Stations**

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

**10. Grade Charts**

Length of Siding (Feet)	Station Nos.	Mile Post	Prosper Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		41.3	SOUTH MOORHEAD	Y		288	1.5
		21.4X	OTV JCT.	MJY			0.2
	00675	21.6X	MOORHEAD JCT.	MJXY		220	1.8
	00678	23.4X	FARGO PSGR. STATION	Y	ABS		0.1
	00679	0.9 24.2X	FARGO YARD OFFICE	MJTX			3.8
		3.9	JY JCT.	MJY			7.5
	56111	12.4	PROSPER				10.4
	00707	22.8	VANCE	JT		34	6.1
3,546	00713	28.9	MASON		TWC		3.1
	00716	32.0	ERIE JCT.	J			8.9
	00724	40.8	WARWICK JCT.	J			0.2
	00724	41.0	NOLAN	J	CTC		43.6

Radio Channel No. 70 in service.

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

#### Train Dispatcher Phone Number

(817) 234-6406, JY Jct to Nolan

### 1. Speed Regulations

#### 1(A). Speed—Maximum

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

#### 1(B). Speed—Permanent Restrictions

MP 41.1 to MP 42.3 .....	40 MPH.
MP 42.3 to MP 3.9, JY Jct. ....	25 MPH.
MP 3.9, JY Jct., to MP 23.0, Vance .....	40 MPH.
Vance and Amenia .....	10 MPH.

#### 1(C). Speed—Switches and Turnouts

Nolan, through No. 20 turnout located at MP 40.9 .....	35 MPH.
MP 3.9 turnout JY Jct. ....	10 MPH.
MP 0.9 turnout Fargo Yard Office .....	25 MPH.

#### 1(D). Speed—Other

Mason, siding .....	10 MPH.
Cold Weather Speed Restrictions	
When the temperature is -20 degrees F or colder, the following speed restrictions apply:	
Trains over 100 TOB .....	40 MPH.
Item 1(A) of the System Special Instructions applies between	
MP 4.5, JY Jct., to MP 22.8, Vance.	

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

### 2. Bridge and Equipment Weight Restrictions

#### Maximum Gross Weight of Car

South Moorhead to Nolan .....	143 tons, Restriction A
Amenia to Vance .....	143 tons, Restriction D

### 3. Type of Operation

#### TWC—in effect:

Between MP 3.9, JY Jct., and MP 40.9, Nolan.

#### OCS—in effect:

South Moorhead and JY Jct. Trains and engines may enter or occupy the main track on a controlled signal indication after receiving verbal permission to enter yard limits from the Dilworth dispatcher. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from the Dilworth dispatcher.

#### Yard Limits—in effect:

MP 41.3, South Moorhead, to MP 3.9, JY Jct.

### 4. General Code of Operating Rules Items

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

#### Rule 6.28—in effect:

From Dakota Jct. to the Prosper Sub. switch on Coal Connecting Track, the maximum speed is 10 MPH. Between Vance and Amenia.

### 5. Trackside Warning Detectors (TWD)

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

### 6. FRA Excepted Track—None

### 7. Special Conditions

#### Dilworth Terminal

- A. Defined Terminal—All yard tracks and main tracks between:  
KO Sub ..... Main 2 from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.  
Main 1 from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.

Hillsboro Sub ..... From MP 28.0 west of Dakota Jct. to MP 24.2 at Fargo Yard Office on Dakota Main.

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

P Line Sub ..... From Moorhead to MP 3.6 east of Kragnes.

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

- B. Occupancy Control System

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

East Dilworth (MP 250.3) and West Fargo (MP 13.0) on the KO Subdivision, South Moorhead (MP 41.3) and JY Jct. (MP 3.9) on the Prosper Subdivision, and JY Jct. (MP 3.9) and West Fargo on the Prosper Subdivision. OCS is in effect between Fargo Yard Office (MP 24.2) and Dakota Jct. (MP 25.9) on the Hillsboro Subdivision.

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

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Middle Dilworth—MP 2.3
- Eastbound Yard Lead (MP 5.2 on Main 2, KO Sub.)
- Moorhead Jct.
- West Fargo
- South Moorhead
- Fargo Yard Office
- Dakota Jct.
- JY Jct.
- OTV Jct.
- Middle Dilworth

Trains and engines must get verbal authority from the Dilworth dispatcher 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 crews must obtain an OCS authority from the Dilworth dispatcher before occupying or fouling the main track within OCS limits or when a Form B is in effect. Maintenance of Way crews in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way crew members 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 when a Form B is in effect.

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

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

C. Radio

The following channels are in service:

Dilworth Yard Channel No. 20  
KO Sub. Road Channel No. 70

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

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

D. Train Inspection

Dilworth/Fargo—A roll-by inspection is required of departing trains at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

**Duplicate Mileposts**—Due to duplicate mileposts on this subdivision, an alpha suffix is used between South Moorehead, MP 21.2X and JY Jct., 24.2X as provided by System Special Instructions.

**Speed Indicator Test Mile Locations**

WWD— MP 10.7 - MP 11.7

**Amenia Industrial**—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

8. Line Segments

Road Line Segments

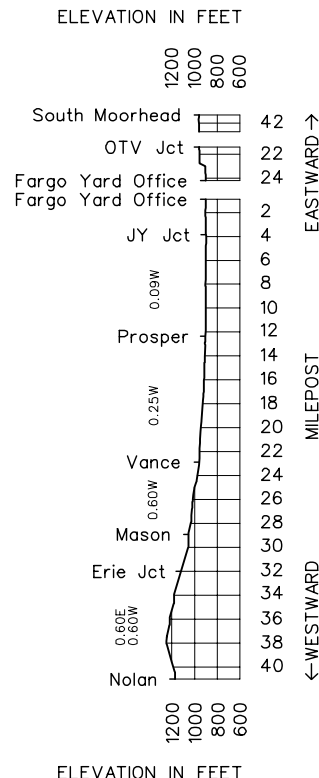
Line Segment Limits

- 23 ..... Amenia—Vance
- 288 ..... South Moorhead to Moorhead Jct.
- 220 ..... Moorhead Jct. to Fargo Passenger Station
- 34 ..... Fargo Passenger Station to Nolan

9. Locations Not Shown as Stations

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

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Rolla Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper. Rule 6.28	Line Segment	Miles to Next Stn. ↑ EASTWARD
		05402	0.0	CHURCHES FERRY	JT	TWC	267	15.4
		58015	15.3	CANDO				12.5
		58028	28.0	BISBEE	U			7.3
		58035	35.0	PERTH				12.2
		58047	47.3	ROLLA		Rule 6.28		47.4

**Radio Channel No. 66 in service.**

Radio Call-In	
Churches Ferry - 10(X)	Perth 34(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

**Train Dispatcher Phone Numbers**

(817) 234-6421, 1-800-382-7809

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Westhope Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper. Rule 6.28	Line Segment	Miles to Next Stn. ↑ EASTWARD
		05441	0.0	RUGBY	JT	TWC	269	12.8
		58213	12.5	BARTON				8.4
		58221	21.0	WILLOW CITY	U			16.9
		58238	37.9	BOTINEAU				13.0
		58251	50.9	SOURIS		Rule 6.28		16.1
		58267	67.0	WESTHOPE				67.2

**Radio Channel No. 66 in service.**

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

**Train Dispatcher Phone Numbers**

(817) 234-6421, 1-800-382-7809

**1. Speed Regulations****1(A). Speed—Maximum**

	Freight
Rolla Subdivision	
Churches Ferry to Perth .....	25 MPH.
Perth to Rolla .....	10 MPH.
Westhope Subdivision	
Rugby to Botineau .....	30 MPH.
MP 37.7 to MP 39.0 .....	10 MPH.
MP 39.0 to Westhope .....	25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 28.4, NRR Diamond - Westhope Subdivision ..... 10 MPH.

**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

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

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

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

Six-axle locomotives and six-axle derricks are not permitted between Perth and Rolla on the Rolla Subdivision and between Bottineau and Westhope on the Westhope Subdivision.

**Rolla Sub.**Churches Ferry to Perth ..... 143 tons, Restriction D  
Perth to Rolla ..... 134 tons, Restriction G**Westhope Sub.**

Botineau to Westhope ..... 134 tons, Restriction G

**3. Type of Operation****TWC**—in effect:

Rolla Sub.—MP 1.0 to MP 46.4

Westhope Sub.—MP 1.0 to MP 66.8

**4. General Code of Operating Rules Items****Rule 6.19**—When flagging is required, distance will be 1.0 mile.**Rule 6.28**—in effect:MP 0.0 to MP 1.0 (both legs of wye) and MP 46.4 to MP 47.3  
Rolla Subdivision.MP 0.0 to MP 1.0 (both legs of wye) and MP 66.8 to MP 67.7  
Westhope Subdivision.**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions****Churches Ferry, Rugby and Granville**—The normal position of the north wye switch is for the west leg of wye.**Railroad Crossings Not Indicated at Station**

NPRR Crossing Bisbee (Rolla Subdiv.)

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

**Westhope and Rolla Subdivisions**—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.**8. Line Segments****Road Line Segments****Line Segment Limits**

267 ..... Churches Ferry to Rolla

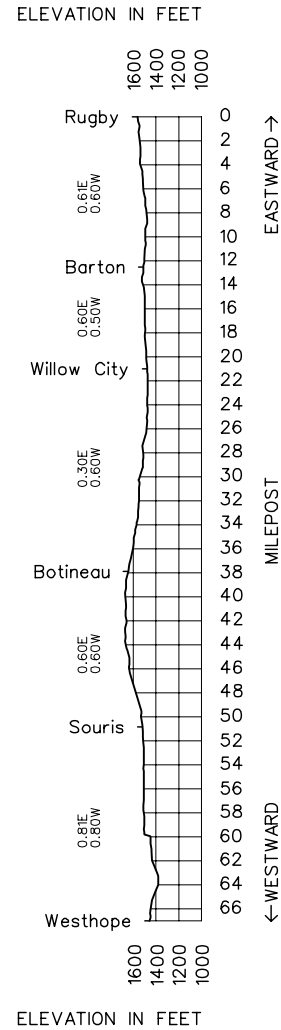
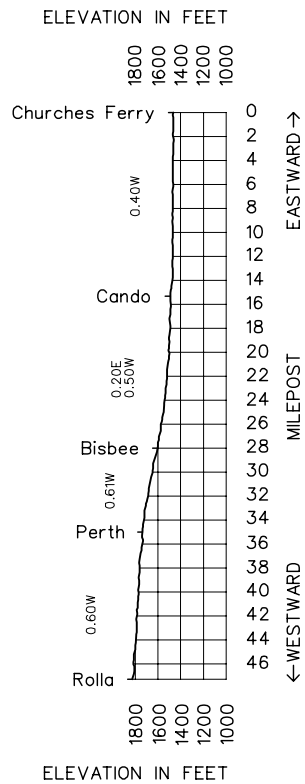
269 ..... Rugby to Westhope

**9. Locations Not Shown as Stations**

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



## 10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Sarles Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	05359	0.0	LAKOTA	JT	Rule 6.28		12.0
	55812	12.0	BROCKET				6.3
	55818	18.3	LAWTON				8.7
	55827	27.0	EDMORE				12.7
	55840	39.7	HAMPDEN		TWC	279	12.4
	55852	52.1	MUNICH				7.4
	55860	59.5	CLYDE				6.0
	55866	65.5	CALVIN				6.9
	55872	72.4	SARLES	T	Rule 6.28		72.4

**Radio Channel No. 66 in service.**

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

**Train Dispatcher Telephone Numbers**

(817) 234-6421, 1-800-382-7809

**1. Speed Regulations****1(A). Speed—Maximum**

**Freight**

Lakota to Sarles ..... 25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 0.4 ..... 10 MPH.

MP 57.8 to MP 73.0 ..... 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**

Lakota to Sarles ..... 134 tons, Restriction G

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

**3. Type of Operation****TWC**—in effect:

MP 1.0, Lakota, to MP 71.9, Sarles

**4. General Code of Operating Rules Items****Rule 6.19**—When flagging is required, distance will be 1.0 mile.**Rule 6.28**—in effect:

Between MP 0.0 and MP 1.0

Between MP 71.9 and MP 72.9, Sarles

**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions**

**Sarles Subdivision**—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

**Railroad Crossings Not Indicated at Station**

NPRR crossing 3.7 miles east of Brocket

NPRR crossing 3.8 miles east of Munich

**Flash Flood Warnings**—The following locations are identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 27.0 to MP 32.0

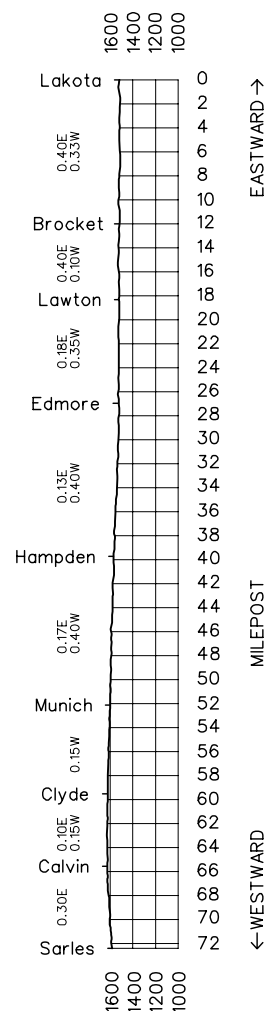
MP 69.0 to MP 71.0

**8. Line Segments****Road Line Segments****Line Segments Limits**

279 ..... Lakota to Sarles

**9. Locations Not Shown as Stations—None****10. Grade Charts**

ELEVATION IN FEET



ELEVATION IN FEET

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Staples Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
			11.4	UNIVERSITY	JX(2)Y	4MT CTC		1.1	
		00439	12.5	35th AVENUE	XY	2MT CTC		1.3	
			13.8	44th	Y	CTC		0.1	
		00441	13.9	NORTHTOWN	BTY	2MT CTC		1.8	
		00442	15.5	INTERSTATE	X(2)Y			5.7	
		00448	21.1	COON CREEK	JX(2)			5.7	
		00453	26.8	ANOKA	X	DT TWC ABS		11.7	
		00465	38.6	ELK RIVER	X			8.4	
		00475	47.0	BIG LAKE		CTC		10.5	
		00482	57.5	BECKER				5.2	
		00490	62.7	CLEAR LAKE		2MT CTC		3.3	
			66.0	MP 66	X(2)			7.9	
		00502	73.9	ST. CLOUD	JTX(2)			4.4	
		00506	78.4	SARTELL	X	DT TWC ABS		9.9	
		00516	88.7	RICE	X			14.7	
		00531	103.3	GREGORY				2.8	
10,725		00533	106.0	LITTLE FALLS	T			4.4	
11,618		00538	110.8	DARLING		CTC	25	5.8	
11,813		00544	116.6	RANDALL				11.0	
11,878		00555	127.8	LINCOLN				6.2	
		00561	134.0	PHILBROOK				6.3	
		00567	140.0 148.0	STAPLES	BJTX(2)	2MT CTC		2.1	
			150.1	WEST STAPLES	X(2)			8.9	
		00578	159.0	VERNDAL				6.7	
		00585	165.6	WADENA	X(2)			12.9	
		00598	178.5	NEW YORK MILLS	X	DT TWC ABS		10.8	
		00608	189.3	PERHAM	X			20.8	
		00629	210.1	DETROIT LAKES	AX			3.4	
		00632	213.6	RICHARDS SPUR	X(2)			3.6	
		00636	217.2	AUDUBON				5.6	
		00642	222.0	LAKE PARK				7.8	
		00650	230.6	MANITOBA JCT.	JTX	2MT CTC		3.8	
		00653	234.4	HAWLEY	X(2)			14.5	
		00668	248.8	GLYNDON				1.4	
		00670	250.3	EAST DILWORTH	XY			232.0	

**Radio Channel No. 15 Authority Channel - West Hump  
Dispatcher**

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

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

**Radio Channel No. 70 in service St. Cloud and from Coon  
Creek to University**

Radio Call-In		
West Hump - 01(X)	West Staples - 24(X)	East Staples - 28(X)
Elk River - 26(X)	St. Cloud - 27(X)	Perham - 29(X)
Perham - 29(X)	Fargo - 52(X) Ch.70	
Dilworth Yd. - 31(X) Ch. 20		Northtown - 15(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

### Train Dispatcher Telephone Numbers

Staples West— 0800-1600 Mon. through Fri.—(817) 234-6422

Staples East and all other times—(817) 234-6402

University to East 35<sup>th</sup> Ave. (817) 234-6401, West Hump Disp.

### 1. Speed Regulations

#### 1(A). Speed—Maximum

	Passenger	Freight
University to East Dilworth .....	79 MPH.	60 MPH.
Against the current of traffic on double track .....	59 MPH.	49 MPH.
Trains consisting entirely of loaded double stack equipment, not exceeding 105 TOB .....		60 MPH.

#### 1(B). Speed—Permanent Restrictions

MP 11.4 to MP 11.9, MT 1 .....	45 MPH.	45 MPH.
MP 11.4 to MP 12.5, MT 2 .....	45 MPH.	45 MPH.
MP 11.4 to MP 12.5, MT 3 .....	25 MPH.	25 MPH.
MP 11.4 to MP 11.7, MT 4 .....	25 MPH.	25 MPH.
MP 12.5 to MP 13.8 .....	45 MPH.	45 MPH.
MP 13.8 to MP 15.5, MT 1 .....	45 MPH.	45 MPH.
MP 13.8 to MP 15.5, MT 2 .....	35 MPH.	35 MPH.
MP 21.1 to MP 28.2 .....	75 MPH.	
MP 28.2 to MP 37.3 .....	79 MPH.	
MP 37.3 to MP 62.2 .....	75 MPH.	
MP 62.2 to MP 62.7 .....	70 MPH.	
MP 62.7 to MP 128.4 .....	75 MPH.	
MP 128.4 to MP 139.7 .....	79 MPH.	
MP 139.7 to MP 228.1 .....	75 MPH.	
MP 229.7 to MP 236.1 .....	75 MPH.	
MP 236.1 to MP 248.1 .....	79 MPH.	
MP 248.1 to MP 250.3 .....	75 MPH.	
At MP 250.3 .....	75 MPH.	
MP 46.9 to MP 47.1 .....	40 MPH.	40 MPH.
Becker—From NSP main line switch to dumper building and from dumper building to main line switch .....	12 MPH.	12 MPH.
MP 57.3 to MP 57.5 .....	40 MPH.	40 MPH.
MP 73.0 to MP 73.5 .....	60 MPH.	
MP 73.5 to MP 78.5 .....	70 MPH.	60 MPH.
MP 105.3 to MP 106.3 .....	30 MPH.	30 MPH.
MP 106.3 to MP 107.0 .....	50 MPH.	50 MPH.
MP 148.1 to MP 139.7, MT 1 and 2 .....	25 MPH.	25 MPH.
MP 139.7 to MP 148.1 .....	25 MPH.	25 MPH.
MP 187.4 to MP 187.2, MT 2 .....	55 MPH.	55 MPH.
MP 201.1 to MP 199.5, MT 2 .....	55 MPH.	55 MPH.
MP 208.4 to MP 208.0, MT 2 .....	55 MPH.	55 MPH.
MP 224.4 to MP 221.6, MT 2 .....	50 MPH.	50 MPH.
MP 229.7 to MP 228.1, MT 2 .....	60 MPH.	
MP 234.5 to MP 234.0, MT 2 .....	60 MPH.	
MP 187.2 to MP 187.4, MT 1 .....	60 MPH.	
MP 199.5 to MP 201.1, MT 1 .....	60 MPH.	
MP 208.0 to MP 208.4, MT 1 .....	60 MPH.	
MP 221.6 to MP 224.4, MT 1 .....	60 MPH.	
MP 228.1 to MP 229.7, MT 1 .....	70 MPH.	

Detroit Lakes over Lake Street and Washington

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

#### 1(C). Speed—Switches and Turnouts

All turnouts located between East and West University, except the 02, 05, and 07 crossover .....	12 MPH.	12 MPH.
02, 05, and 07 crossover .....	25 MPH.	25 MPH.
Note: the 02 crossover connects MT 1 with MT 2. the 05 crossover connects MT 2 with MT 3. the 07 crossover connects MT 3 with MT 4.		

All turnouts located between

East and West 35th Avenue .....	12 MPH.	12 MPH.
except the 04 turnout .....	25 MPH.	25 MPH.
Turnout at 44th (MP 13.8) .....	35 MPH.	35 MPH.
MP 21.0, Coon Creek through both crossovers .....	35 MPH.	
MP 15.8, crossover (Middle Interstate) .....	35 MPH.	
MP 16.0, crossover (West Interstate) .....	35 MPH.	



**7. Special Conditions**

**Dimensional Shipment**—Conductors handling dimensional or special shipments in trains departing Northtown Must notify the train dispatcher.

**Speed Indicator Test Mile Locations**

WWD—MP 28.0 - MP 29.0

EWD—MP 122.0 - MP 121.0

EWD—MP 219.0 - MP 218.0

**Sartell**—Trains over 100 TOB will not use house track or storage track.

Cars set out for Champion Paper must be left west of the 8th St. Crossing.

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

**Staples**—Eastward and westward trains will stop a sufficient distance from the Sixth Street crossing and the Seventh Street crossing to insure that these crossings will not be blocked. Trains being met or passed at Staples will stay clear of the Sixth Street crossing and the Seventh Street crossing, stopping if necessary, until all vehicular traffic held by the preceding train has been allowed to clear the crossings. Middle crossover Main 2 Staples yard has been removed.

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

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

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

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

**Staples Yard Tracks**—Conductors on trains with dimensional shipments must notify the dispatcher before entering any yard track. The train must not be operated on any track with cars on adjacent tracks.

**Manitoba Jct. to Ulen**—Industrial trackage; Rule 6.28 applies. Maximum speed is 10 MPH.

**Ulen Industrial**—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 75 degrees F.

**Glyndon**—Trains moving from the Staples Subdivision must stop within 50 feet of the State Highway 10 crossing north of Glyndon to activate highway protection. Felton Industrial Spur out of service from Highway 10 to end of track.

**Glyndon to Felton**—Industrial trackage; Rule 6.28 applies. Maximum speed is 10 MPH.

**Felton Industrial**—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 75 degrees F.

**Between Glyndon and East Dilworth**—Prior to arrival at MP 250.3 between Glyndon and Dilworth, all trains will switch radio to Channel 70 for movement instructions from the Dilworth yardmaster and Dilworth Terminal dispatcher.

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

**Becker**—The loop track switch is a push button-solar powered switch, that must be lined for movement. Switch has a target to indicate lineup. Amber light only blinks when points are "floating". To line switch, open box, push button, switch will line

immediately. If switch fails to line, signal maintainer must be called as switch cannot be manually lined.

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

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

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

**Anoka**—Trains delayed entering Northtown Yard must hold west of Ferry Street in Anoka. If a train is already east of Ferry Street and is being held, arrangements must be made to cut the crossings affected.

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

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

- track bulletin
- track warrant

CP MP 394.4 Main 1, Wayside

**The following speed signs are in effect on the CP Railroad:**

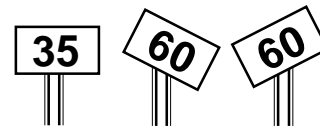
**Speed Control Signs****5.5.1-5.5.2 Name—Speed Sign**

Figure 1      Figure 2      Figure 3

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



Figure 4      Figure 5      Figure 6

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

**Speed Control Sign Indication**

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

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

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

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

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

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



Figure 7

Sign located on the right-hand side of the track governed.  
(Note: Figure 7 is used in conjunction with Figures 1 and 4.)

**Name—Resume Speed Sign**

This sign indicates that normal speed may be resumed when the rear of the train has passed the resume speed sign.

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

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

Locomotives or cars are not to be left standing closer than one car length from the vehicular crossings in the 35th Avenue area. Locomotive bells must be rung while operating in the area of these crossings, at 35th Avenue and Interstate.

All road and yard engines must ring the bell continuously while operating over the north receiver track in the area of the diesel shop between the road crossing on the east and the west end of the diesel shop. The purpose of this instruction is to provide warning for diesel shop employees working on or around locomotives on diesel shop tracks adjacent to the north receiver track.

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

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

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

**Power-Operated Yard Switches**—Northtown Yard—Power-operated yard switches in the Northtown Yard numbered:

99 ..... East End Diesel Shop  
INT-ST 01 through 03 .... near Interstate  
FMC01 ..... near FMC  
401 through 453 ..... East End Receiving Yard  
501 through 510 ..... Hump Underpass Area  
601 through 681 and  
.. 35th 01 through 04 ..... 34th and Bottleneck  
Univ 01 through 12 ..... University and East End Transfer  
Tracks

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

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

These switches will not be taken from power to hand operation without permission of switchtender.

After movement is completed, the switch will be restored to power and the switchtender, will be notified.

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

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

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

**Flash Flood Warnings**—The following locations are identified as "critical" as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 222.0 to MP 224.0 (both tracks)  
MP 236.0 to MP 239.0 (both tracks)

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

467 ..... Northtown—Mississippi St. University Ave.  
530 ..... Grove Yard—Northtown Jct. 27th Ave. NE  
550 ..... Waite Industrial Park  
551 ..... St. Cloud Yards  
553 ..... Staples

**Road Line Segments**

**Line Segment Limits**

203 ..... St. Cloud—Cold Springs  
204 ..... St. Cloud to Collegeville  
207 ..... Little Falls—Camp Ripley Jct.  
25 ..... Northtown to East Dilworth  
25 ..... University to Northtown  
32 ..... Glyndon to Felton  
246 ..... Manitoba Jct. to Ulen

**Ballast Pits**

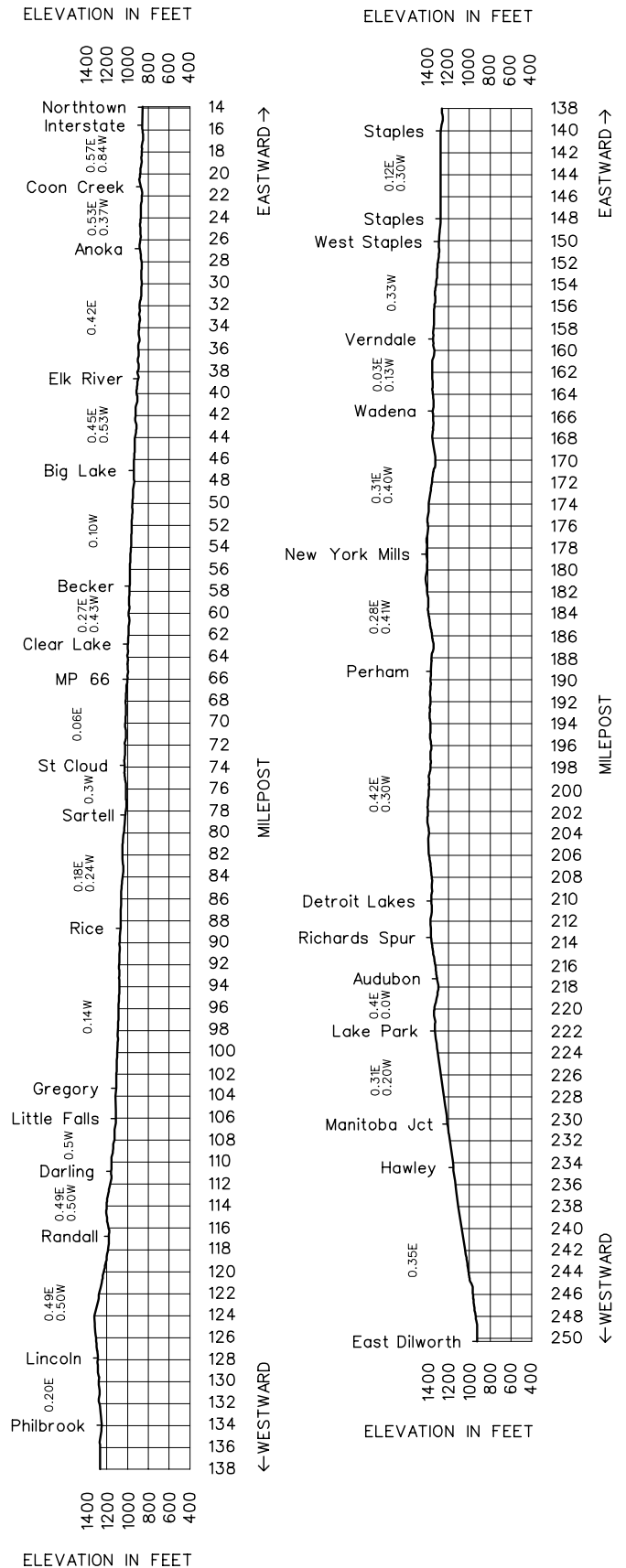
**Line Segment Limits**

581 ..... St. Cloud

## 9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
On Westward Track			
Vincent Metals	6.2 west of Northtown	14	West
NSP Co. Spur	6.5 west of Northtown	10	West
A&E Products	7.1 west of Northtown	15	West
Mid-West Lumber	1.4 east of Big Lake		West
Remmele Engineering	0.8 east of Big Lake	10	West
Cargill Elevator Spur	0.2 east of Big Lake	8	East
NSP Becker	MP 57.14	Yard	West
Rice Elevator Track	MP 88.6	30	West
00523 Royalton	7.0 west of Rice	30	West
52506 Belle Prairie	5.6 west of Little Falls	5	East
52509 Camp Ripley	7.8 west of Little Falls	28	Both
Randall Stub Track	MP 116.8	5	West
00636 Audubon	4.1 west of Richards Spur	55	West
55005 Hitterdal	5.0 north of Manitoba Jct.	23	Both
55012 Ulen	11.9 north of Manitoba Jct.	110	Both
09229 Averill	6.9 north of Glyndon	30	Both
09237 Felton	16.7 north of Glyndon	31	Both
On Eastward Track			
00641 LaBelle	1.2 east of Lake Park	5	East
00632 Richards Spur	3.7 west of Detroit Lakes	100	West
Randall Stub Track	MP 116.8	5	East
00485 Edling Spur	4.3 east of Clear Lake	5	
00502 St. Cloud	1.4 west of St. Cloud	Yard	Both
09072 Collegeville	1.0 west of St. Cloud	8	West
Cold Spring Granite Spur	15.2 west of St. Cloud	42	West
Cold Spring Elevator Track	15.4 west of St. Cloud	23	West
Cold Spring Siding	15.6 west of St. Cloud	31	Both
00485 Edling	4.3 east of Clear Lake	5	East
Liberty Paper	3.0 east of Becker	Yard	East
Fertilizer Trk Big Lake	MP 47.0	15	East
00464 REA Spur	0.8 east of Elk River	5	East

## 10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	St. Croix Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00299	300.2	NORTH LA CROSSE	BY	ABS		2.9
	00301	303.1	SULLIVAN	Y	CTC		14.3
	00315	317.4	TREMPEALEAU	X	DT ABS TWC		5.2
		323.6	CP 3236				2.1
10,145	00324	325.7	EAST WINONA		CTC		2.5
	00326	328.2	WINONA JCT.				5.7
	00332	333.9	FOUNTAIN CITY	X			9.2
	00341	343.1	COCHRANE	X	DT ABS TWC		8.2
	00349	351.3	ALMA	X(2)			7.4
	00356	358.7	NELSON				3.4
	00360	362.1	TREVINO		CTC	3	0.8
	00361	362.9	MEARS				3.3
	00364	366.2	PEPIN	X	DT ABS TWC		12.5
	00377	378.7	MAIDEN ROCK				7.6
	00384	386.2	BAY CITY	X(2)	CTC		4.7
	00389	391.0	HAGER		DT ABS TWC		5.3
	00394	396.3	DIAMOND BLUFF				11.3
	00405	407.6	PRESCOTT		CTC		0.2
	00407	407.8	BURNS				2.7
	00409	410.5 CPRS MP Loc. 392.1	ST. CROIX	JX	2MT CTC		110.3

**Radio Channel No. 39 in service.**

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

**Train Dispatcher Phone Numbers**

LaCrosse dispatcher—2200 to 0600 daily:

Savanna to Prescott—(817) 234-6021, Fax (817) 234-6057

St. Croix dispatcher—0600 to 2200 Monday-Friday:

Sullivan to Prescott—(817) 234-6018, Fax (817) 234-6065

**1. Speed Regulations****1(A). Speed—Maximum**

	Freight
North LaCrosse to St. Croix .....	60 MPH.
Against the current of traffic on double track .....	49 MPH.
Trains consisting entirely of loaded double stack equipment, not exceeding 105 TOB .....	60 MPH

**1(B). Speed—Permanent Restrictions**

MP 300.1 to MP 301.8 (HER) .....	25 MPH.
MP 301.8 to MP 303.3 .....	35 MPH.
MP 314.0 to MP 310.0, Main 2, all trains except trains consisting entirely of TOFC/COFC, auto rack or business cars .....	50 MPH.
MP 327.9 to MP 328.0 .....	35 MPH.
MP 364.5 to MP 366.1 .....	40 MPH.
MP 407.4 to MP 408.1 .....	25 MPH.
MP 410.2 to MP 410.5 .....	35 MPH.
MP 410.4—CP Rail main track connection switch from Main 2 to St. Croix .....	35 MPH.

**1(C). Speed—Switches and Turnouts**

MP 303.1, through crossovers .....	35 MPH.
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East Winona, through turnouts of controlled sidings .....	20 MPH.
Except through turnout leaving east end of controlled siding after engine passes signal authorizing movement .....	35 MPH.
East and west crossover, Bay City .....	40 MPH.
Through turnouts at the following locations:	
MP 323.6, East Winona .....	35 MPH.
MP 362.1, Trevino .....	35 MPH.
MP 362.9, Mears .....	35 MPH.
MP 410.4, through crossover at West St. Croix .....	25 MPH.

**1(D). Speed—Other**

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

**Cold Weather Speed Restrictions**

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

Freight trains 100 TOB and over—do not exceed 40 MPH.

Freight trains up to 100 TOB—do not exceed 50 MPH.

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

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

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

North LaCrosse to St. Croix ..... 143 tons, Restriction C

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

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

MP 299.5 to MP 303.8

**CTC—in effect:**

MP 302.8 to MP 303.1, Sullivan

MP 323.6 to MP 328.2, CP 3236 to Winona Jct.

MP 361.9 to MP 363.1, Trevino to Mears

MP 386.2 to MP 386.4, Bay City

MP 407.5 to MP 410.5, Prescott to St. Croix

**ABS—in effect:**

MP 299.8 to MP 302.8, North LaCrosse

MP 303.1 to MP 323.6, Sullivan to CP 3236

MP 328.2 to MP 361.9, Winona Jct. to Trevino

MP 363.1 to MP 386.2, Mears to Bay City

MP 386.4 to MP 407.5, Bay City to Prescott

**TWC—in effect:**

MP 303.1 to MP 323.6, Sullivan to CP 3236

MP 328.2 to MP 361.9, Winona Jct. to Trevino

MP 363.1 to MP 386.2, Mears to Bay City

MP 386.4 to MP 407.5, Prescott to Bay City

**Two Main Tracks**

MP 386.2 to MP 386.4 ..... Bay City

MP 407.8 to MP 410.5 ..... Burns to St. Croix

**Double Track**

MP 303.1 to MP 323.6 ..... Sullivan to CP 3236

MP 328.2 to MP 361.9 ..... Winona Jct. to Trevino

MP 363.1 to MP 386.2 ..... Mears to Bay City

MP 386.4 to MP 407.5 ..... Bay City to Prescott

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

**4. General Code of Operating Rules Items**

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



**Rule 6.32.4**—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 330 feet to road crossing when there is an adjacent track.

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

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
  - MP 307.2—Recall Code 458
  - MP 327.5—Recall Code 457
  - MP 345.0—Recall Code 468
  - MP 362.5—Recall Code 467
  - MP 372.7—Recall Code 468
  - MP 391.0—Recall Code 478
  - MP 405.0—Recall Code 498

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

##### Speed Indicator test Mile Locations—

WWD—MP 315.0 - MP 316.0  
 WWD—MP 339.0 - MP 340.0  
 EWD—MP 381.0 - MP 380.0  
 EWD—MP 403.0 - MP 402.0

##### Regarding stations with crossovers indicated in the station column:

Alma and Bay City—facing and trailing point  
 All other stations—trailing point only

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

Upon arrival at LaCrosse, it is the conductor's responsibility to contact the train dispatcher in Ft. Worth, Texas, via radio to give up the authority given to his train—track warrant, track and time, etc. If the conductor cannot reach the dispatcher via radio, he must contact the dispatcher via the dispatcher console or telephone in the yard office before going off duty.

A roll-by inspection of trains departing North LaCrosse is required by the inbound crew unless otherwise instructed by a yardmaster, trainmaster or road foreman.

Trains consisting of less than 20 axles must make movement through Grand Crossing Interlocking, located at MP 299.9, at walking speed (3 MPH) until entire train is through interlocking.

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

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

**Flash Flood Warnings**—The following location is identified as "critical" as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:  
 MP 400.0

In the event of significant rain (5+ inches), the entire territory from MP 430 to MP 300 can develop high water problems from the Mississippi River; however, 1 to 3 inches localized heavy rains do not present any problem.

#### 8. Line Segments

##### Yard Line Segments

##### Line Segment Limits

811 ..... North LaCrosse  
 826 ..... Winona

##### Road Line Segments

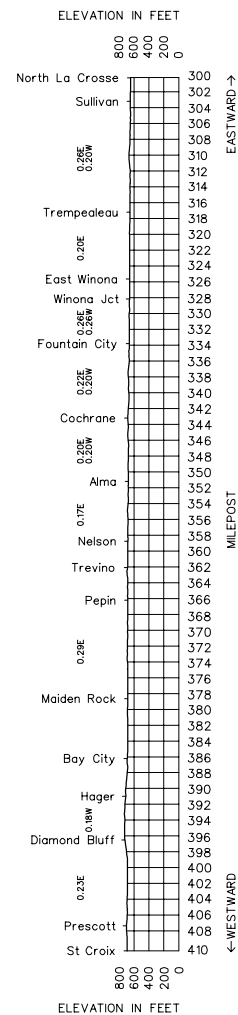
##### Line Segments Limits

3 ..... North LaCrosse to St. Croix

#### 9. Locations Not Shown as Stations

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

#### 10. Grade Charts



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	St. Paul Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		00409	410.5 CPRS 392.1	ST. CROIX	JX			11.9	
		00420	422.2 CPRS 402.5 (2)	NEWPORT	X(2)			0.6	
			CPRS 403.1 (2)	RED ROCK				2.0	
			CPRS 405.1 (2)	DUNN				1.6	
		00424	426.7 CPRS 406.5 (2)	OAKLAND	JX(2)		3	0.8	
			CPRS 407.4 (2)	ST. PAUL YARD				0.5	
		00426	428.3	DAYTONS BLUFF		2MT CTC		0.9	
			429.1 CPRS 408.9	HOFFMAN AVE.	JX(2)Y			0.6	
			429.7	DIVISION STREET	JXY			0.6	
		00429	430.0 0.0	SEVENTH ST.	JXY			1.5	
		51202	1.3	MISSISSIPPI ST.	X(2)Y			0.6	
		51204	2.3	SOO LINE JCT.	JY			4.4	
		51209	6.7	UNION JCT.	XY		25	1.2	
		51210	7.9	PARK JCT.	MJX(2)Y			1.9	
		51211	9.8	EAST MINNEAPOLIS	JTY			2.1	
			11.7	UNIVERSITY	JX(2)Y			31.2	

**Radio Channel No. 70 in service for road crews between St. Croix and University.**

**Radio Channel No. 76 Authority Channel.**

Radio Call-In		
St. Croix - 49(X)	West Hump - 01(X)	St. Paul 20(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

**Train Dispatcher Phone Number—(817) 234-6417**

## 1. Speed Regulations

### 1(A). Speed—Maximum

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

### 1(B). Speed—Permanent Restrictions

Following speed restrictions are in effect on BNSF main tracks:		
Main 1—Division Street to Newport		
Main 2—Newport to St. Croix		
CPRS MP 392.1 to CPRS MP 396.0, Main 1 .....	50 MPH.	35 MPH.
MP 410.2 to MP 410.5 .....	35 MPH.	35 MPH.
MP 410.5 to MP 418.2 .....	45 MPH.	40 MPH.
MP 428.8 to MP 429.7 .....	30 MPH.	25 MPH.
MP 429.7 to MP 4.6 .....		30 MPH.
MP 4.6 to MP 7.8 .....		45 MPH.
MP 7.8 to MP 7.9 over Park Jct. crossing diamond .....		25 MPH.
MP 7.9 to MP 11.4 .....		45 MPH.

### 1(C). Speed—Switches and Turnouts

Park Jct., MP 7.9, east and west crossovers .....	25 MPH.	25 MPH.
MP 410.2, through crossovers at East St. Croix ..	12 MPH.	12 MPH.
MP 410.4, through crossover at West St. Croix ..	25 MPH.	25 MPH.
CP Main track connection switch from Main 2 to St. Croix .....	25 MPH.	25 MPH.

MP 422.2, Newport		
through east crossover .....	25 MPH.	25 MPH.
through west crossover .....	25 MPH.	25 MPH.
Oakland, MP 426.7, east and west crossovers ...	25 MPH.	25 MPH.
MP 1.3, Mississippi St., through crossovers .....		30 MPH.

### 1(D). Speed—Other

Bridges 7.9 and 9.1 on M&D Jct. line,  
cars heavier than 131.5 tons ..... 10 MPH.

Head end speed restrictions for eastward freight trains:	Up to 100 tons/OB	Over 100 tons/OB
Eastward absolute signal both main tracks at Mississippi St. ....		25 MPH.
Passing eastward absolute signal on Main 1 at MP 429.8, Division Street .....		25 MPH.

### Cold Weather Speed Restrictions

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

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

## 2. Bridge and Equipment Weight Restrictions

### Maximum Gross Weight of Car

St. Croix to University ..... 143 tons, Restriction A

## 3. Type of Operation

### CTC—in effect:

MP 410.5 to MP 11.4

### Two Main Track

MP 410.5 to MP 11.4

### TWC Instructions

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

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

### Yard Limits—in effect:

MT 1, MP 429.1 to MP 11.4

MT 2, MP 408.9 to MP 11.4

All train, engine and MW movements on main tracks will be  
authorized by the West Hump or East Hump train dispatcher.

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

Two main tracks of the CP and BNSF Railroad between St.  
Croix and Division St. are joint tracks. The Two Main Track  
CTC is controlled by the East Hump dispatcher, and all  
authority and CTC instructions are issued by and over the  
signature of the East Hump dispatcher.

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

**Prescott, MP 404.40, to Mississippi St.**—Movements are  
authorized by East Hump Dispatcher.

**Mississippi St. to University**—Movements are authorized by  
West Hump Dispatcher Ft. Worth.

## 4. General Code of Operating Rules Items

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

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

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

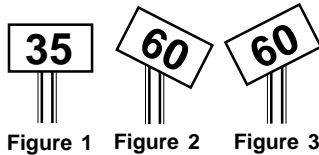
**6. FRA Excepted Track—None****7. Special Conditions****Speed Indicator test Mile Locations—**

EWD—Main 1—MP 403.0 - MP 402.0

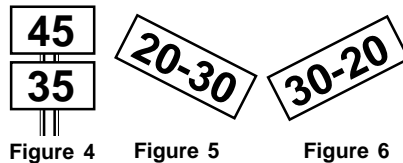
**Derailed Car Indicators**—When a derailed car indicator displays a steady white light, the train must be stopped immediately and inspected. Protection as required by Rule 6.23 must be provided against movements on adjacent tracks until it is determined safe for such movement to proceed. A flashing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

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

**The following speed signs are in effect on the CP Railroad:  
 Speed Control Signs**

**5.5.1-5.5.2 Name—Speed Sign**

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



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

**Speed Control Sign Indication**

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

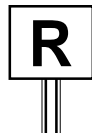
Figures 1 and 4: Maximum speed begins at a point one mile from the sign.

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

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

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

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



**Figure 7**

Sign located on the right-hand side of the track governed.  
 (Note: Figure 7 is used in conjunction with Figures 1 and 4.)

**Name—Resume Speed Sign**

This sign indicates that normal speed may be resumed when the rear of the train has passed the resume speed sign. Resume speed sign for eastward movement at MP 428.8 is not displayed account insufficient clearance between tracks.

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

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

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

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

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

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

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

**Northtown Terminal**—Designated as a facility in which carmen will provide immediate brake inspection.

**MP 5.0 to MP 430.0**—Both Main Tracks between MP 5.0 and MP 430.0, BNSF ABTH Rule 101.29.4 requires the following: All train crew members on trains operating on grades above, must take action to stop train, with an emergency application of the brakes, should train exceed 5 MPH over maximum authorized speed.

**Daytons Bluff**—Loaded unit coal, taconite, potash or grain trains may use tracks 8001, 8002, 8003 or 8004 only.

**Flash Flood Warnings**—The following locations are identified as "critical" as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 0.5 (Seventh St.)

MP 0.8 (both tunnels)

North Runner (Northtown)

North Receiver (Northtown)

**8. Line Segments****Terminal Line Segments—Minneapolis**

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

**Terminal Line Segments—St. Paul****Line Segment Limits—Yard**

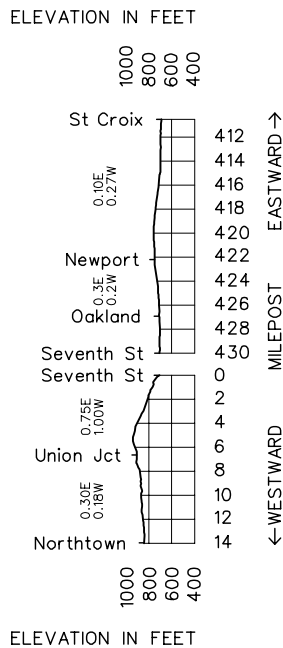
540 ..... Midway Yard ..... Raymond Ave. -  
Lexington Ave.  
542 ..... Dale St. Shop ..... Lexington Ave. -  
Como Ave.  
546 ..... Daytons Bluff Yard ..Oakland Tower -  
Mississippi St.  
547 ..... Stillwater (MN) Yd. ..Stillwater

**Road Line Segments****Line Segment Limits**

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

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
Main 2			
Curry	5.0 west of St. Croix	4	West
Red Rock	13.0 west of St. Croix	10	East
Main 1			
Chemolite	6.3 east of Newport	23	Both

**10. Grade Charts**

Length of Siding (Feet)	Station Nos.	Mile Post	Walhalla Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	55539	0.0	GRAFTON	JTU	Rule 6.28		5.7
	55606	5.7	NASH				7.2
	55613	12.9	HOOPLE				4.6
	55618	17.5	CRYSTAL		TWC	251	6.4
	55624	23.9	HENSEL				7.5
	55631	31.4	CAVALIER				17.1
	55648	47.9	WALHALLA	T	Rule 6.28		48.5

**Radio Channel No. 66 in service.**

Radio Call-In	
Grafton - 48(X)	Cavalier - 60(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

**Train Dispatcher Telephone Numbers**

(817) 234-6421, 1-800-382-7809

**1. Speed Regulations****1(A). Speed—Maximum**

**Freight**

Grafton to Walhalla ..... 25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 0.0 to 2.0 ..... 10 MPH.

MP 47.2 to MP 48.5 ..... 10 MPH.

Grafton Highway 81 Crossing (HER) ..... 5 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**

Grafton to Walhalla ..... 134 tons, Restriction G

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

**3. Type of Operation****TWC**—in effect:

MP 2.0 to MP 47.2

**4. General Code of Operating Rules Items****Rule 6.19**—When flagging is required, distance will be 1.0 mile.**Rule 6.28**—in effect:

MP 47.2 to MP 48.5

MP 0.0 to MP 2.0

**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions**

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

Do not exceed 4 MPH over the scale at ADM.

**Walhalla Subdivision**—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F. Does not apply in 6.28 Limits at Grafton.

**8. Line Segments****Road Line Segments****Line Segment Limits**

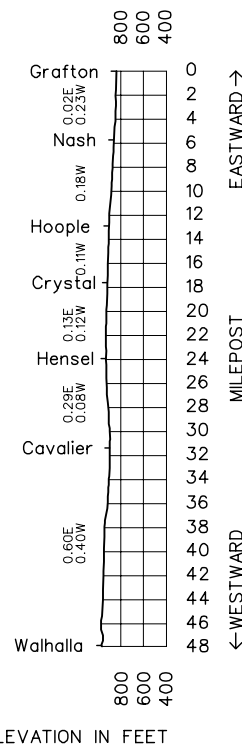
251 ..... Grafton to Walhalla

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
55610 Hoople Industries	1.7 east of Hoople	57	East
55611 Folsom-Fedje Spur	1.6 east of Hoople	11	East
Swanson Farmers-Oberg Spur	1.6 east of Hoople	20	East
55614 Hoople Potato Products Inc. Spur	0.5 west of Hoople	16	East
Murray Bean Co.	1.1 east of Cavalier	3	East
55630 Cominco Fertilizer & Valley Bean Ass'n. Spur	0.7 east of Cavalier	14	West
M.T.K. Inc. Spur/Eggan Potato	1.6 east of Walhalla	16	East
ADM	1.5 east of Walhalla	90	Both

**10. Grade Charts**

ELEVATION IN FEET



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	AJ	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 through Friday: (817) 234-6403, except 0700-1500 (817) 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 87.0 to MP 95.0

### 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.

At the Jct. Switch, MP 21.4, Protect Open Switch is in effect on the Appleton Subdivision.

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.

**Between Watertown and Yale**—Between MP 95.0 and MP 148.0, no more than 85 loaded cars are permitted in any train.

**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.

**Appleton to MP 148.5**—Between the hours of 1100 to 2000, 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

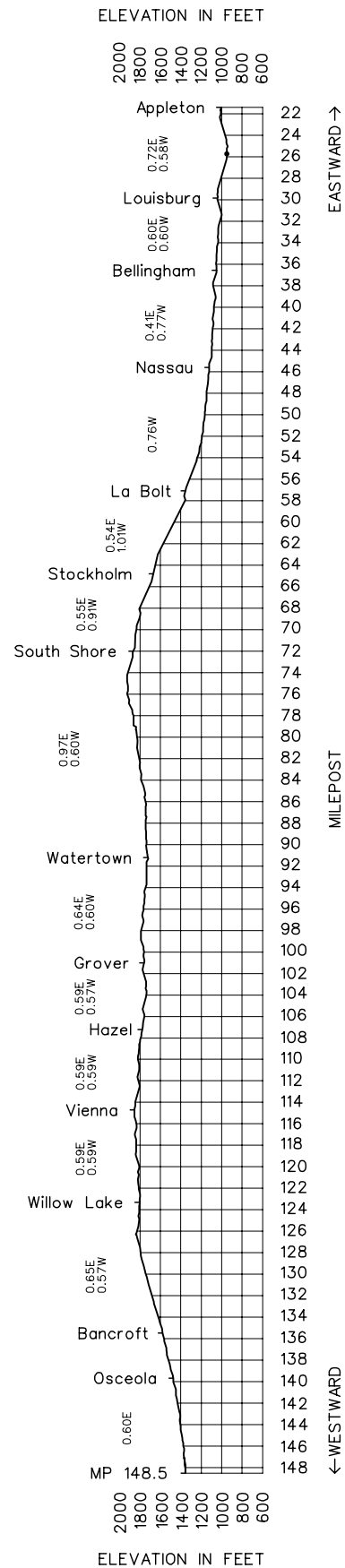
##### Line Segment Limits

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

#### 10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Wayzata Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	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				0.9
		11.7	HOLDEN ST		TWC ABS		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	CTC	22	5.0
	03022	31.6	MAPLE PLAIN				7.0
1,0291	03029	38.6	DELANO				14.4
15,614	03043	53.0	HOWARD LAKE				6.3
	03050	59.4	COKATO				5.8
8,547	03056	65.2	DASSEL				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. 15 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 Number—(817) 234-6403**

## 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—Westward movements from controlled siding to main track at West Litchfield, until head end occupies grade crossing at MP 76.4 (Sibley Ave.). ..... 25 MPH.  
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

### Howard Lake—Littfin Lumber Spur

Derricks and six-axle locomotives are not permitted.

**Cokato**—Switching on Green Giant spur restricted to one unit.  
Derricks are not permitted.

Howard Lake—Six-axle locomotives are not permitted on Littfin Lumber Spur.

## 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.

## 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**—handled on the main track between Lyndale Jct. and Harrison Street may not exceed 19 feet 0 inches ATR.

**Double Stack and Multi-Level Equipment**—handled on the auxiliary track between Lyndale Jct. and Harrison Street may not exceed 19 feet 6 inches ATR.

**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

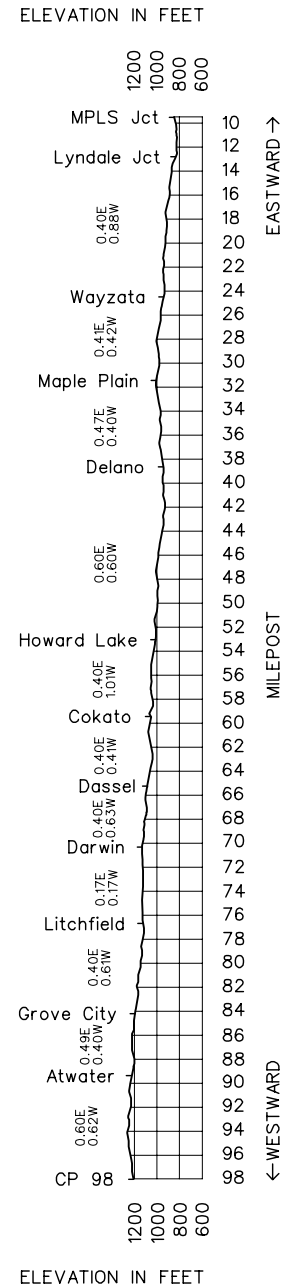
217 ..... Minneapolis to 1st St. North

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

#### 10. Grade Chart



WEST WARD ↓	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.	EAST WARD ↑
		03444	0.0	MANDAN	BJTY	ABS		21.2	
	4,693	85420	20.1	PRICE				6.9	
		85427	27.0	SANGER				20.5	
		85447	47.2	GLENHAROLD	R			4.9	
	3,646	85452	52.4	STANTON				11.9	
	9,107	85465	64.4	HAZEN				8.2	
		85473	72.6	BEULAH	BR			6.9	
		85480	80.5	ZAP				80.5	

**Radio Channel No. 39 in service .**

Radio Call-In	
Mandan - 42(X)	Hensler - 43(X)
Beulah - 44(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 .....	25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 0.1 to MP 3.3 .....	10 MPH.
MP 13.7 to MP 14.7 .....	10 MPH.
MP 24.4 to MP 30.4 .....	10 MPH.
MP 40.0 to MP 42.8 .....	10 MPH.
MP 50.0 to MP 51.1 .....	10 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 siding .....	5 MPH.
Beulah—1 and 2 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

Glenharold ..... MP 46.0 to MP 50.0

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

Crews departing Beulah for Dakota Gas, must contact Dakota Gas on Channel 39 prior to entering Antelope Valley Spur track located 4.5 miles west of Beulah.

**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.

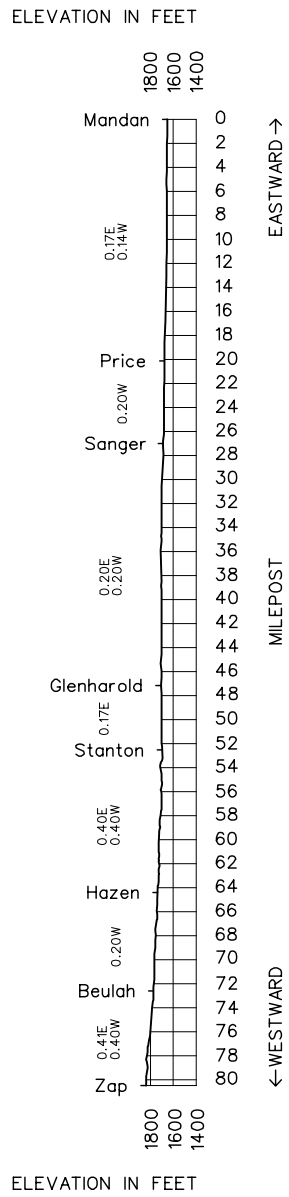
**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
MP 0.0 to MP 73.0**8. Line Segments****Road Line Segments**

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

10. Grade Chart



**GCOR and MWOR Rule 15.2A—Verbal Permission:**

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) \_\_\_\_ using track bulletin No. \_\_\_\_ (and/or Line No. \_\_\_\_) between MP \_\_\_\_ and MP \_\_\_\_ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP \_\_\_\_ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at \_\_\_\_ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed at \_\_\_\_ MPH between MP \_\_\_\_ and MP \_\_\_\_ and then proceed at .. \_\_\_\_ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding \_\_\_\_ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

**Report Trespassers**  
**1-800-832-5452**

**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	0.1
1,056	0.2
1,584	0.3
2,112	0.4
2,640	0.5
3,168	0.6
3,696	0.7
4,224	0.8
4,752	0.9