

Division Operating Officers

Aberdeen

W.W. Kissner Trainmaster 229-7222
 R.D. Ostberg Roadmaster 229-7225

Dickinson

W.C. Stuhdreher Trainmaster 533-2258
 B.D. Teel Roadmaster 533-2235

Forsyth

R.L. Thompson Roadmaster 356-3235
 T.M. Wambolt Trainmaster 356-3255

Glendive

S.J. Johnson Supv. Signals 359-4220
 D.A. Kautzmann Trainmaster 359-4455
 G.R. Lehman Road Foreman 359-4412
 K.E. Madden Supt. Operations 359-4255
 D.J. Ruddy Road Master 359-4235

Mandan

P.C. Hamilton Road Foreman 667-2235
 J.L. Jensen Supr. Signals 667-2220
 B.A. Kline Asst. Roadmaster 667-2290
 A.D. Marden Terminal Manager 667-2285
 D.R. Padberg Roadmaster 667-2211
 J.R. Suko Trainmaster 667-2255
 W.A. Tayler Trainmaster 667-2200
 P.A. Yauney Roadmaster 667-2235

Mitchell

J. Nutz Roadmaster 996-1805

Sioux City

M.G. Heyns Trainmaster 279-7222
 T.A. Leicester Roadmaster 279-7233
 B.B. Anderson Trainmaster 279-7200

Sioux Falls

T.F. Neeser Roadmaster 373-4310
 L.J. Witucki Trainmaster 373-4300

Willmar

A.J. Cawson Terminal Manager 231-5555
 G. Dunaway Asst. Roadmaster 231-5531
 K.L. Hunter Supv. Structures 231-7720
 J.D. Johnson Roadmaster 231-5535
 K.M. Johnson Trainmaster 231-5556
 M.A. Oliver General Roadmaster 231-5522
 R.G. Pearson Road Foreman 231-5566
 K.P. Ruud Supr. Signals 231-5528

BNSF



Dakota Division

Timetable No. 1

IN EFFECT AT 0001

Central Continental Time

Mountain Continental Time

on the following Subdivisions—

Forsyth, Dickinson, Circle, Sidney Line,
 Hettinger, Colstrip, Sarpy Line
 and Mobridge (Mobridge to Hettinger)

Wednesday, April 1, 1998

Division Superintendent

J.D. Dressler

Willmar, Minnesota

(612) 231-5516

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Aberdeen Subdivision BRANCH LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		6000	513.1	SIoux CITY (East Yard)	R			6.0	
		60006	519.1	NORTH SIoux CITY	R			6.5	
		60013	525.6	JEFFERSON				7.7	
		60021	533.4	EAST WYE SWITCH	J			0.7	
		60022	534.0	ELK POINT				8.6	
		60030	542.6	BURBANK				5.7	
		60035	548.3	VERMILLION				8.5	
		60041	556.8	MECKLING				6.1	
		60050	562.9	GAYVILLE				12.2	
		60063	575.1	YANKTON				5.6	
		60069	580.7	NAPA		TWC		10.2	
		60083	590.9	LESTERVILLE				11.4	
		60090	602.3	SCOTLAND				8.6	
		60097	608.9	KAYLOR				7.0	
		60104	615.9	TRIPP				5.5	
		60109	621.4	BEARDSLEY				6.5	
		60116	627.9	PARKSTON				5.5	
		60121	633.4	DIMOCK				5.1	
		60127	638.5	ETHAN				11.5	
		60399	650.0	MITCHELL	J	Rule 6.28		15.0	
		60414	665.0	LETCHER				13.2	
		60427	678.2	WOONSOCKET				9.7	
4,500		60437	687.9	ALPENA				16.7	
		60454	704.6	WOLSEY (DM&E Crossing)	AJ			23.1	
		60477	727.7	TULARE		TWC		10.1	
4,552		60487	737.8	REDFIELD				8.2	
		60495	746.0	ASHTON				11.0	
		60506	757.0	MELLETTTE				11.7	
		60518	768.7	WARNER				8.6	
			777.0	ABERDEEN SOUTH		Rule 6.28		1.6	
		54721	778.6	ABERDEEN	TBJ			265.8	

Radio Channel 70 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		
North Sioux City - 53(X)	Gayville - 84(X)	Mitchell - 69(X)
Redfield - 86(X)	Huron - 81(X)	Scotland - 78(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Dispatchers Phone—234-6404

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 535.1 to MP 543.4 10 MPH.
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.
Bridge T454 (MP 634.4), T468 (MP 649.5) and D70
(MP 766.9) six-axle locomotives 10 MPH.
Item 1A of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sioux City to Aberdeen 134 tons

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

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.

Sioux City to Mitchell—Trains over 15,000 tons not permitted.

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

3. Type of Operation

Restricted Limits—in effect:

Sioux City MP 513.1 to MP 521.0

TWC Limits—MP 521.0 to MP 777.0

Rule 6.28—Do not exceed 10 MPH between:

- Huron MP 160.5 to MP 161.3
- Mitchell MP 648.2 to MP 654.0 (HE only)
- Aberdeen MP 777.0 to MP 778.6 (HE only)

4. General Code of Operating Rules Items

Rule 5.4.4—Authorized on this subdivision

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

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Sioux City to Mitchell—Between the hours of 1200 to 1900, no trains can operate between Sioux City and Mitchell (MP 519.1 to MP 650.0) when ambient temperature reaches 90 degrees Fahrenheit.

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.

NAPA—Trackage from Napa westward on state owned property will be operated by the Dakota Southern Railroad.

Aberdeen Subdivision main track, Dakota Southern main track, and both wye tracks are designated as interchange tracks between BNSF and Dakota Southern Railway.

Between Mitchell and Chamberlain—At Mitchell Westward track from Rapid City Jct. (MP 650.8) on state owned property will be operated by Dakota Southern Railway.

Dakota Southern Railway will interchange at Mitchell and Napa and must contact dispatcher at Mitchell and Napa before entering Aberdeen Subdivision to obtain track warrants and track bulletins.

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

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

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

Line Segments Limits

- 2001 Sioux City to Aberdeen

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
54161 Huron	14 miles east of Wolsey	25	West

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

Radio Channel 54 in service.

Radio Channel 36 in service for Yard Forces at Aberdeen.

Dispatchers Phone—234-6403

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 - 96(X)	Andover - 94(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 (HE only) 10 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.
 Speed for Industrial trackage from
 MP 602.2 to Big Stone Power Plant:
 Aberdeen—over the East and West Leg of Wye 10 MPH.
 Item 1A 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).

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 Aberdeen 143 tons

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

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

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

3. Type of Operation

TWC Instructions

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.

Restricted Limits—in effect:

Benson MP 0.0 to MP 1.0
 Appleton MP 20.0 to MP 579.0 (including the Connecting Track)

Rule 6.28—MP 706.0 to MP 709.1 (HE only)

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations
 MP 653.6 -Recall Code 968
 MP 684.6 -Recall Code 018

6. FRA Excepted Track—None

7. Special Conditions

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

Eastward trains between MP 700 to MP 699
 Westward trains between MP 605 to MP 606

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

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

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

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

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

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

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

Webster—Siding authorized for 100 TOB for work train service only.

Big Stone Spur Track

MP 0.0 to MP 2.0 20 MPH.

MP 2.0 to MP 3.0 15 MPH.

MP 3.0 to Unloading facility 10 MPH.

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

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

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

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

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 Andover
2005 Andover to Aberdeen

For line segment only, the following is in effect:

MP 676A=677

MP 676B=678

MP 676C=679

MP 676D=680

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

9. **Locations Not Shown as Stations**

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Browns Valley Subdivision		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				BRANCH LINE STATIONS						
		03148	0.0	MORRIS	JTXR		TWC		8.2	
		54507	7.2	ALBERTA					6.1	
		54513	13.3	CHOKIO					5.9	
		54519	19.2	JOHNSON					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

Dispatchers Phone—234-6403

1. Speed Regulations

1(A). Speed—Maximum

Freight

Morris to Beardsley 25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

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

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

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

Morris to MP 40.0 134 tons

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

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

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

3. Type of Operation

TWC—in effect:
Morris to Beardsley

Restricted Limits—in effect:
Morris MP 0.0 to MP 1.5

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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.

8. Line Segments

Road Line Segments

Line Segment Limits

201 Morris to Beardsley

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Canton Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
		60320	50.5	CANTON	JTR			11.4		
		60308	61.3	HARRISBURG		TWC		8.2		
		60301	69.5	SOUTH YARD	R			1.2		
		54418	145.7	(BNSF and E&E Crossings) SIOUX FALLS	BJTUR			20.8		

Radio Channel No. 70 in service.

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

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

Dispatchers Phone—234-6404

1. Speed Regulations

1(A). Speed—Maximum

Freight

Canton to Sioux Falls 25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

MP 66.0 and Sioux Falls (within City Limits) 12 MPH.
 Canton Wye Tracks 10 MPH.
 Industry, yard track (except Sioux Falls Yard)
 and sidings this subdivision 5 MPH.
 Item 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

Canton to Sioux Falls 143 tons

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

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:

Canton MP 50.5 to MP 51.6
 Sioux Falls MP 66.0 to MP71.0

TWC—in effect:
 MP 51.6 to MP 66.0

4. General Code of Operating Rules Items

Rule 5.4.4—Authorized on this subdivision.

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Canton—North Switch On Wye track may be lined and locked for either Mitchell or Canton Subdivision.

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

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Circle Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EAST WARD ↑
		03649	0.0	GLENDIVE	BJTR		TWC		52.1	
	1,914	85952	50.0	CIRCLE	R				52.1	

Radio Channel No. 85 in service.

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

Dispatchers Phone—(817) 234-6420, FAX (817) 234-6496

1. Speed Regulations

1(A). Speed—Maximum

Glendive and Circle **Freight** 25 MPH

1(B). Speed—Permanent Restrictions

MP 28.0 to 50.0 10 MPH

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

1(D). Speed—Other

Item 1A of System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Glendive to Circle 134 tons

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

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

3. Type of Operation

TWC—in effect:

Glendive to Circle

Restricted Limits—in effect:

Glendive MP 0.0 to MP 3.0

Circle MP 49.0 to end of track.

Circle—West switch must be lined and locked for elevator track. Siding is owned by Farmer's Elevator

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

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

7. Special Conditions

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

To: _____

On: Circle Sub

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
312	Glendive to Circle	0.0 to 50.41

9. Locations Not Shown as Stations

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

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

Radio Channel No. 66 in service.

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

Dispatchers Phone—(817) 234-6465, FAX (817) 234-6462

1. Speed Regulations

1(A). Speed—Maximum

East Nichols Wye to Big Sky **Freight** 40 MPH

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

Cow Creek Yard through all turnouts 5 MPH.
Colstrip Storage Yard through all turnouts 5 MPH

1(D). Speed—Other

East leg Nichols wye 25 MPH.
West leg Nichols wye 10 MPH.
Colstrip and Big Sky Loop Tracks 10 MPH.
Between Colstrip/Big Sky Divide switch and Colstrip loop track switch 20 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Nichols Wye to Big Sky 144 tons
35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

TWC—in effect:
MP 0.0 to MP 39.5
Trains on the Loop Track, Colstrip ready to depart will not leave the Loop Track until they receive their Track Warrant. Eastward Big Sky trains and trains from the storage tracks within the restricted limits at Colstrip will obtain their Track Warrant before blocking any crossings.

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

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, flagging distance is 2.0 miles.
Rule 6.28—West Leg Nichols Wye.
Rule 8.3—Colstrip/Big Sky Divide Switch (MP 29.03) normal position is lined for Big Sky.

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

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

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

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

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

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

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

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

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

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

8. Line Segments

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

9. Locations Not Shown as Stations

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

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

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

Radio Call-In
Corson - 65(X)
Emergency - Call 911
For Dispatcher X=1, For Mechanical X =2, For Field Support X=3

Dispatchers Phone—234-6404

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Bridge 139.2, cars heavier than 136 tons 10 MPH.
Sioux Falls
Within yard Limits 10 MPH.
Approaching 6th and 8th Street Crossings 5 MPH.
Item 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

Garretson to Sioux Falls 136 tons

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

3. Type of Operation

Restricted Limits—in effect:

Garretson MP 128.7 to MP 127.3
Sioux Falls MP 141.6 to MP 145.7

TWC—in effect:

MP 128.7 to MP 141.6

Interlocking Instructions

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

4. General Code of Operating Rules Items

Rule 5.4.4—Authorized on this subdivision.

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions—None

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

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

Radio Channel No. 87 in service Mandan to Dickinson.

Radio Channel No. 70 in service Dickinson to Glendive.

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

Train Dispatchers' Phone Numbers

Dickinson East—(817) 234-1233, Fax (817) 234-6495
 Dickinson West—(817) 234-6418, Fax (817) 234-6494

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

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

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

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Mandan to Glendive 143 tons
 35-ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

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

Lehigh M-Bar-D track restricted to one four-axle locomotive beyond derail.
 Beach From bridge to west end of house track restricted to no more than one six-axle unit in consist.
 Wibaux Elevator track.

3. Type of Operation

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

Yard Limits—in effect:

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

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

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

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

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

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

4. General Code of Operating Rules Items

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

Mandan—Main track not protected by a continuous automatic block signal system, between eastward signal 198.9 at the east end of Mandan yard and westward signal 0.7 at the west end of Mandan yard.

First paragraph of Rule 8.3 of General Code of Operating Rules which covers normal position of main track switch, does not apply at East Main Line to East #1 track switch located at MP 199.3.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, Tunnel or other Structures: None
- B. Other FED Locations
 - MP 15.2 - Recall Code 518
 - MP 32.8 - Recall Code 528
 - MP 61.8 - Recall Code 538
 - MP 87.9 - Recall Code 547
 - MP 107.4 - Recall Code 548
 - MP 124.8 - Recall Code 568
 - MP 152.5 - Recall Code 577
 - MP 177.0 - Recall Code 578
 - MP 190.6 - Recall Code 588

6. FRA Excepted Track—None

7. Special Conditions

Automatic Switches—installed at both ends of the following sidings:

- Lyons Fryburg
- New Salem Sully Springs
- Dengate Rider
- Hebron Sentinel Butte
- Antelope Yates
- Taylor Beaver Hill
- Lehigh Hodges
- Iona South Heart
- Curry

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

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

Test Mile Locations

- MP 6.0 to MP 7.0
- MP 101.0 to MP 102.0
- MP 115.0 to MP 116.0
- MP 134.0 to MP 135.0
- MP 206.0 to MP 207.0

Cold Weather Restrictions—

When the temperature is minus 25 degrees Fahrenheit or colder, do not exceed the following speeds:
 Trains 100 TOB or over 40 MPH
 Trains up to 100 TOB 50 MPH
 09 symbol intermodal trains may operate at the maximum allowable speed for the subdivision.

8. Line Segments

Yard Line Segments

- Line Segment Limits**
- 733 Dickinson
 - 731 Mandan
 - 732 Mandan Shop

Road Line Segments

- Line Segment Limits Mileposts**
- 39 Mandan to Glendive 0.0 to 215.8

9. Locations Not Shown as Stations

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

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

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

Radio Channel No. 76 in service Glendive to Forsyth.

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

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

Dispatchers Phone—

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

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 8.0 to MP 12.0	45 MPH.
MP 44.6 to MP 45.4	45 MPH.
MP 64.6 to MP 66.0	45 MPH.
MP 77.7 to MP 79.0 (HE only)	30 MPH.
MP 85.0 to MP 94.2	50 MPH.
MP 102.4 to MP 104.5	40 MPH.
MP 104.5 to MP 123.0	50 MPH.
MP 123.0 to MP 125.7 (HE only)	25 MPH.
MP 157.2 to MP 157.9	45 MPH.

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

1(C). Speed—Switches and Turnouts

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

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

1(D). Speed—Other

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

Glendive to Jones Jct. 144 tons
 35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

Yard limits—in effect:

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

TWC—in effect:

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

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

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

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

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

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

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

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

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

6. FRA Excepted Track—None

7. Special Conditions

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

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

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

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

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

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

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

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

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

will switch to #15 and BNSF portable radios so equipped will switch to channel #14.

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

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

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

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

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

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

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

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

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

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

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

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

Hot Weather—When temperature exceeds 90 degrees Fahrenheit, do not exceed the following speeds:
Trains up to 100 TOB 45 MPH.
Trains 100 TOB and over 30 MPH.

Cold Weather Restrictions—When the temperature is minus 25 degrees Fahrenheit or colder, do not exceed the following speeds:
Trains 100 TOB and over 40 MPH.
Trains up to 100 TOB 50 MPH.

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

Boeing Aircraft Parts—Loaded Boeing Aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

8. Line Segments

Yard Line Segments

Line Segment Limits

734 Glendive

Road Line Segments

Line Segment Limits

Mileposts

40 Glendive to Jones Jct. 0.0 to 209.8

9. Locations Not Shown as Stations

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

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

Radio Channel No. 54 in service.

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

Dispatchers Phone—234-6403

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions—none

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

1(D). Speed—Other

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

End of Track to Aberdeen 134 tons

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

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

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

3. Type of Operation

TWC—in effect:

End of Track to Aberdeen North.

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

Trains will receive their track warrants and track bulletins at Aberdeen via the facsimile device or Compass printer. Conductors going on duty at Aberdeen will call the dispatcher Mpls. 8-234-6403, 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 by trainmen through direct radio or phone contact with the Train Dispatcher.

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits

2013 Aberdeen Yard

Road Line Segments

Line Segment Limits

209 End of Track (MP 69.0) to Aberdeen

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hanley Falls Subdivision		Track Diagram	Miles to Next Stn.	EASTWARD ↑
				BRANCH LINE STATIONS	Rule 4.3			
		07288	0.0	HANLEY FALLS	JTR		6.1	
		53506	5.9	HAZEL RUN			5.3	
		35311	11.1	CLARKFIELD			6.4	
		53517	17.6	BOYD	TWC		9.3	
		53526	26.7	DAWSON	R		8.9	
		53535	35.3	MADISON MN	R		36.0	

Radio Channel No. 70 in service.

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

Dispatchers Phone—234-6404

1. Speed Regulations

1(A). Speed—Maximum

Freight

Hanley Falls to Madison 25 MPH.

1(B). Speed—Permanent Restrictions

Bridge 0.2 - Equipment in excess of 134 tons 10 MPH.

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

1(D). Speed—Other

Item 1A of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Hanley Falls to Madison 143 tons
 35-ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

3. Type of Operation

Restricted Limits—in effect:
 Hanley Falls MP 0.0 to MP 2.0
 Dawson MP 26.0 to MP 28.0
 Madison MP 35.1 to MP 35.3

TWC—in effect:
 MP 2.0 to MP 35.1

4. General Code of Operating Rules Items

Rule 5.4.4—Authorized on this subdivision.
Rule 6.19—When required to flag, distance will be 1.0 miles.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Entire Subdivision—When ambient temperature reaches 90 degrees, maximum speed is 10 MPH.

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.

8. Line Segments

Road Line Segments

Line Segment Limits
 223 Hanley Falls to Madison

9. Locations Not Shown as Stations—None

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

Radio Channel No. 54 in service.

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

Dispatchers Phone—(817) 234-6420, FAX (817) 234-6496

1. Speed Restrictions

1(A). Speed—Maximum

Hettinger to Terry **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions

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

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

1(D). Speed—Other

All sidings 10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Hettington to Terry 143 tons

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

Bowman elevator tracks restricted to one locomotive.

3. Type of Operation

TWC—in effect:

Between Hettinger MP 927.5 and Terry MP 1078.9.

Track warrant control is computerized between Hettinger and Terry. Since mile post locations of more than three digits cannot be issued using, CTWC, computerized track warrant control, MP 1000.0 or greater will not be used. MP 1000.1 through MP 1078.9 will be designated on track warrants as MP 0.1 through MP 78.9.

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

Yard limits—in effect:

Hettinger MP 927.5 to MP 930.0.

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Automatic Switches—on siding Terry for Hettinger Subdivision.

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

Test Mile Locations

MP 942.0 to MP 943.0

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

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

Roll-by Inspections on Cabooseless Trains

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

Temperature Speed Restrictions

Hot Weather—When temperature exceeds 90 degrees Fahrenheit, do not exceed the following speeds:
Trains over 100 TOB 30 MPH.

Boeing Aircraft Parts—Loaded Boeing Aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

8. Line Segments

Road Line Segments

Line Segment Limits

Mileposts

2005 Hettinger to Terry ... 927.5 to 1078.9

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
08545 Reeder-750	8.5 west of Bucyrus MT	50	Both
08555 Scranton-746	4.6 east of Buffalo Springs MT	66	Both
08595 Marmarth-725	14.5 west of Rhame MT	7	East
08636 Westmore-713	7.6 west of Plevna MT	6	West

Yard Limits—in effect:

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

4. General Code of Operating Rules Items

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

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

5. Trackside Warning Detectors (TWD)

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

6. FRA Excepted Track—None

7. Special Conditions

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

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

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

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

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

Automatic Switch—West Jamestown—West Jamestown (Absolute Signal governing Eastbound movement over this switch is relocated to the left side of the track and will display aspects per GCOR 9.1.13 and 9.1.15. To operate the switch to enter Jamestown Yard, stop with leading wheels of movement within 200 feet of the absolute signal that governs movement over the switch. Crew member of the train which is to enter the yard will then operate the push button which is located on the signal mast. After 40 seconds, or when the switch is properly lined for movement into the yard, the signal will indicate red over lunar (Rule 9.1.13 of the GCOR).

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 per Rule 9.17.

Sidings

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

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

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

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

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

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

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

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

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

Grade Markers—Have been placed at the following locations:

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

Hot Weather Restrictions

All train speeds must be reduced 10 MPH below maximum track speed permitted when the ambient temperature exceeds 90 degrees Fahrenheit. (Exception: Does not apply to train speeds of 35 MPH or less. Refer to Air Brake and Train Handling Rules 104.10 and 104.3.2B).

Cold Weather Restrictions

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

8. Line Segments

Yard Line Segments

Line Segment	Limits
287	Jamestown State Hospital
566	Jamestown
730	Bismarck
731	Mandan
732	Mandan Shop

Road Line Segments

Line Segment	Limits	Mileposts
266	Valley City Low Line	64.4 to 70.6
26	Surrey Jct. switch-Jamestown ...	31.2 to 99.2
38	Jamestown to Mandan	92.2X to 200.3

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Jamestown Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
			31.2	SURREY JCT SWITCH	JX		DT TWC ABS		7.8	
			38.8	MAGNOLIA					5.0	
	03279		43.8	BUFFALO					5.9	
	03285		49.7	TOWER CITY					2.7	
	6,306	03288	52.4	KOLDOK					7.6	
	6,648	03296	60.0	PEAK					4.5	
		03301	65.5	VALLEY CITY	B		TWC ABS		3.7	
	6,330		69.2	SOUTH BERE A	Y				1.5	
	6,371	03306	70.9	NORTH BERE A	Y				5.4	
	7,940	03312	76.1	SANBORN	JT				5.3	
	6,470	03317	81.4	ECKELSON					7.7	
	6,302	03325	89.1	SPIRITWOOD	Y				5.6	
		03331	94.7	BLOOM					6.0	
		03336	99.2 99.2X 93.7X	JAMESTOWN	BJ X(2)Y		DT TWC ABS		8.0	
		03342	99.7	ELDRIDGE					9.3	
	6,998	03352	109.0	WINDSOR					3.8	
		03356	112.8	CLEVELAND					8.7	
	7,169	03364	121.5	MEDINA	B				12.9	
	10,829	03377	134.5	LADOGA					16.5	
	6,852	03394	151.0	STEELE			TWC ABS		10.7	
	8,260	03404	161.9	DRISCOLL					7.8	
	6,068	03412	169.6	STERLING					6.6	
	4,856	03419	176.2	McKENZIE	J				5.5	
	7,603	03424	181.6	BURLEIGH					12.8	
		03437	194.4	BISMARCK	Y				5.8	
		03444	200.3 0.0	MANDAN	BJTY				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		

Dispatchers Phone—(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—Over spring switch on westward track at west end of yard	35 MPH.
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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	20 MPH
Peak—East siding switch	20 MPH
Eckelson—West siding switch	20 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	20 MPH
Medina—East and west siding switches	20 MPH
Ladoga—East siding switch	20 MPH
Steele—East and west siding switches	20 MPH
Driscoll—East and west siding switches	20 MPH
Burleigh—West siding switch	20 MPH
All Other Sidings and turnouts	10 MPH

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Surrey Jct. switch to Mandan	143 tons
Sanborn to Rogers	134 tons

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

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

- Valley City—freight lead
- Jamestown—wye track
- Between MP 1.0 and MP 9.6 Sanborn and Rogers.

Not more than one six-axle locomotive permitted on the following tracks:

- South Berea—AGP and Peavey tracks
- Spiritwood—Locomotives not permitted on scale or inside building at east end of Ladish Malt Plant trackage.

3. Type of Operation

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

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

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

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Linton Subdivision BRANCH LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		03419	0.0	McKENZIE	JT	TWC		11.7	
		57212	11.6	MOFFITT	JU			16.0	
		57228	27.7	HAZELTOWN				9.0	
		57237	36.7	TEMLIK				7.9	
		57245	45.3	LINTON				44.6	

Radio Channel No. 39 in service.

Radio Call-In
McKenzie - 4(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3

Dispatchers Phone—(817) 234-6405, FAX (817) 234-6428.

1. Speed Regulations

1(A). Speed—Maximum

McKenzie to Linton **Freight** 10 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Item 1A of System Special Instruction applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

McKenzie to Temvik 131.5 tons
 Temvik to Linton 110 tons

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

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

Four-axle locomotives in excess of 133.5 tons not permitted.
 Not more than two four-axle locomotives in excess of 133.5 tons each permitted.

3. Type of Operation

TWC—in effect:
 MP 0.0 to MP 45.3

At MP 45.3 main track is stubbed and wheel stops are on rail.

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

McKenzie to MP 45.3

7. Special Conditions

Railroad Crossings Not Indicated at Station

DMVW RR Crossing—1.0 miles west of Moffitt.

Train Location Lineups—Maintenance of Way recorded train location lineup or track warrant must be obtained.

8. Line Segments

Road Line Segments

Line Segment Limits

290 McKenzie to Linton 0.0 to 45.3

Mileposts

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
57219 Dana	6.1 west of Moffitt	3	East

Length of Siding (Feet)	Station Nos.	Mile Post	Madison Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
			(BNSF and E&E Crossings)					
	54418	0.0	SIoux FALLS	BJTUR			1.4	
	54298	1.09	EAST JCT	JR			1.7	
	54297	2.9	WEST JCT	JR			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				6.2	
	54274 54266	35.8 325.2	WENTWORTH				7.4	
	64807	334.6	MADISON SD	R			42.4	

Radio Channel No. 70 in service.

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

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

Dispatchers Phone—234-6404

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Sioux Falls—approaching 6th and 8th Street crossings 5 MPH.
Sioux Falls—within City limits to MP 4.0 10 MPH.
Wentworth—over new connecting track 5 MPH.
Item 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

Sioux Falls to Madison 134 tons

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

3. Type of Operation

Restricted Limits—in effect:

Sioux Falls—MP 4.0
Madison—MP 332.4

TWC—in effect:

MP 4.0 to MP 332.4.

4. General Code of Operating Rules Items

Rule 5.4.4—Authorized on this subdivision.

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Sioux Falls to Madison—Between the hours of 1200 to 1900, no trains can operate between Sioux Falls and Madison (MP 4.0 to MP 334.6) when ambient temperature reaches 90 degrees Fahrenheit.

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

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

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

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits

554 Sioux Falls

Road Line Segments

Line Segment Limits

199 Sioux Falls to Wentworth
224 Wentworth to Madison

9. Locations Not Shown as Stations—None

W T O M A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Marshall Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.	↑ E A S T W A R D
				MAIN LINE STATIONS					
		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	
	10,696	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	
	11,600	07204	127.3	GARRETSON	JT			3.3	
		07207	124.0	SHERMAN				7.7	
		07215	116.3	JASPER				4.6	
	6,170	07220	111.7	IHLEN				3.5	
		07223	108.2	SPLIT ROCK				3.3	
		07226	105.0	PIPESTONE	TWC			8.8	
		07235	96.2	HOLLAND				7.8	
	7,000	07243	88.0	RUTHTON				5.0	
		07248	83.3	FLORENCE				7.9	
		07256	75.5	RUSSELL				5.9	
		07262	69.6	LYND				7.0	
	7,553	07270	62.6	MARSHALL				12.7	
		07281	50.0	COTTONWOOD				2.6	
	7,000	07283	47.4	SHAM LAKE				3.6	
	3,070	07288	43.8	HANLEY FALLS	JT			3.1	
	9,170		40.7	LORNE				6.5	
	5,013	07297	34.2	GRANITE FALLS	A			5.6	
		07303	28.6	ASBURY				3.5	
		07306	25.2	MAYNARD				5.9	
	7,569	07312	19.2	CLARA CITY				7.6	
	2,757	07320	11.6	RAYMOND				6.1	
		07326	5.5	PRIAM				5.9	
		03092	0.0	WILLMAR	BJTXR			222.2	

Radio Channel No. 70 in service.

Dispatchers Phone—234-6404.

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

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

1. Speed Regulations

1(A). Speed—Maximum

Sioux City to Willmar	Freight 49 MPH.
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1(B). Speed—Permanent Restrictions

MP 2.0 to MP 29.0	49 MPH.
MP 29.0 to MP 60.0	45 MPH.
MP 60.0 to MP 80.0	40 MPH.
MP 80.0 to MP 119.0	45 MPH.
MP 119.0 to MP 142.0	40 MPH.
MP 142.0 to MP 171.9	45 MPH.
MP 171.9 to MP 172.3	25 MPH.
MP 172.3 to MP 219.0	45 MPH.
MP 219.0 to MP 220.0	20 MPH.

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

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sioux City to Willmar	143 tons
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35-ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

3. Type of Operation

Restricted Limits—in effect:

MP 219.0 to MP 222.2

MP 2.0 to MP 0.0

TWC—in effect:

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, tunnel or other structures: None

B. Other FED Locations

MP 46.1 - Recall Code 628

MP 111.7 - Recall Code 648

MP 160.1 - Recall Code 658

MP 197.5 - Recall Code 678

6. FRA Excepted Track—None

7. Special Conditions

Test Mile Locations

MP 209-MP 208

MP 135-MP134

MP 122-MP 121

MP 8-MP 7

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Cold Weather Restrictions—

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

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 Ihien	54	Both
07250 Southwestern Minnesota Dairy Ass'n 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	Mitchell Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	60320	295.3	CANTON	JTR			8.4	
	60328	303.7	WORTHING				6.8	
	60336	310.5	LENNOX				4.9	
	60341	315.4	CHANCELLOR				7.8	
	60349	323.2	PARKER		TWC		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. 70 in service.

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

Dispatchers Phone—234-6404

1. Speed Regulations

1(A). Speed—Maximum

Canton to Mitchell **Freight** 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 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

Canton to Mitchell 134 tons

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

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

Trains over 15,000 tons not permitted.

3. Type of Operation

Restricted Limits—in effect:

Canton MP 295.3 to MP 296.7

TWC—in effect:

MP 296.7 to MP 372.5.

Rule 6.28—Mitchell MP 372.5 to MP 373.5.

4. General Code of Operating Rules Items

Rule 5.4.4—Authorized on this subdivision.

Rule 6.19—When flagging required distance is 1 mile.

5. Trackage Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Canton to Mitchell—Between the hours of 1200 to 1900, no trains can operate between Canton and Mitchell (MP 295.3 to MP 373.5) when ambient temperature reaches 90 degrees Fahrenheit.

8. Line Segments

Yard Line Segments

Line Segment Limits

2011 Mitchell Yard

Road Line Segments

Line Segment Limits

2002 Canton to Mitchell

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mobridge Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
		54721	707.0	ABERDEEN	JTB		Rule 6.28		2.1	
			709.1	ABERDEEN WEST					11.0	
	9,446	08320	720.1	MINA					8.1	
		08328	728.2	CRAVEN					5.1	
		08333	733.3	IPSWICH					8.3	
	7,834	08341	741.6	BEEBE					7.0	
		08349	748.6	ROSCOE					8.6	
	7,758	08357	757.2	GRETNA					13.7	
	7,429	08370	770.9	ALAMO					5.7	
		08377	776.6	JAVA JCT					7.6	
	7,673	08384	784.2	SELBY					12.1	
	7,970	08396	796.3	GLENHAM					8.8	
	13,061	08405	805.1	MOBRIDGE	T	CTC			7.2	
		08412	813.3	MOREAU JCT.					4.8	
	7,552	08417	817.0	WAKPALA					18.4	
	9,643	08435	835.4	McLAUGHLIN	B				28.2	
	7,735	08464	863.6	McINTOSH					10.2	
		08473	873.8	WATAUGA					8.3	
	7,747	08482	882.1	MORRISTOWN					12.5	
	6,508	08495	894.6	THUNDERHAWK					15.1	
	8,326	08510	909.7	PETREL					17.8	
	9,690	08527	927.5	HETTINGER	BY				220.6	

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			

Dispatchers Phone—(817) 234-1233

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 Head End Restriction Only 10 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 (HE only) 10 MPH.
Aberdeen—over the East and West Leg of Wye 10 MPH.
Over scale at Sun Products at MP 731.0 5 MPH.
Item 1A of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Aberdeen to Hettinger 143 tons

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

McIntosh elevator track restricted to one locomotive.

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

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

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

3. Type of Operation

CTC—in effect:

Aberdeen West to MP 925.9

TWC—in effect:

MP 925.9 to MP 927.5

Yard Limits—in effect:

MP 925.0 to MP 930.0

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

- Moorhead Subdivision—Benson to Willmar
- Appleton Subdivision—Appleton to Grebner
- Mobridge Subdivision—Aberdeen to Mobridge
- Appleton Subdivision—Appleton to Benson

Conductors going on duty at Aberdeen will call the train dispatcher at 234-1233, 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.

Rule 6.28—MP 706.0 to MP 709.1—(HE only)

4. General Code of Operating Rules Items

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

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

- MP 727.70 MP 764.20
- MP 728.50 MP 776.62
- MP 733.40 MP 783.82
- MP 733.29 MP 784.43
- MP 733.61 MP 804.50
- MP 733.67 MP 804.90
- MP 748.51 MP 805.20
- MP 763.69 MP 805.30

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations
 - MP 752.5 - Recall Code 978
 - MP 787.4 - Recall Code 988

6. FRA Exempted Track—None

7. Special Conditions

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

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

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

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

Aberdeen Yard—West end

Glenham—East and West end of siding

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

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

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits

2013 Aberdeen Yard

Road Line Segments

Line Segment Limits

2005 Aberdeen to Hettinger

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
08519 Haynes	9.6 west of Petrel	15	East
08504 Lemmon	9.2 west of Thunderhawk	80	West
08451 Walker	15.2 west of McLaughlin	50	East
08428 Mehto	10.3 west of Wakpala	8	East
08378 Java	1.5 west of Java Jct.,	25	East
08364 Bowdie	6.7 west of Gretna	44	Both
08330 Sun Products	2.1 west of Craven	80	Both
54721 So Dak Wheat Growers	2.2 west of Aberdeen	54	Both

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

Radio Channel No. 54 in service.

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

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

Dispatchers Phone—8-234-6403

1. Speed Regulations

1(A). Speed—Maximum

E. Breckenridge to South Moorhead **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions

MP 6.1 to MP 33.0 30 MPH.

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

3. Type of Operation

TWC—in effect:

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

Yard Limits—in effect:

S. Moorhead MP 41.3 to East Dilworth

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

Westward trains between MP 16.0 to MP 17.0 approximately 4 miles west of Kent.

Eastward trains between MP 33.0 to MP 34.0.

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

The following crossings must be protected by flagman:

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

Dilworth Terminal

A. Defined Terminal—All yard tracks and main tracks between:

- KO Sub Eastbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth. Westbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.
- Hillsboro Sub From MP 27.9 West of Dakota Jct. to MP 24.2 at Fargo Yard office on Dakota Main.
- Prosper Sub From MP 41.3 South Moorhead to MP 3.9 JY Jct. Also includes JY connecting track and the Dakota connecting track.
- P-Line Sub From Moorhead to MP 3.6 East of Kragnes.

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

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

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

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

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

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

The following locations are designated control points for OCS:

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

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

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

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

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

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

C. Radio

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

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

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

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

D. Train Inspection

Dilworth/Fargo—Roll-by inspection required of departing trains at speed not exceeding 10 MPH. Unless otherwise provided inbound train crew will make inspection of departing train.

E. Connecting Tracks

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

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

Roll-by Inspection—Are required by train crews at initial terminals.

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

8. Line Segments

Road Line Segments

Line Segment Limits

288 E. Breckenridge to South Moorhead

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

Length of Siding (Feet)	Station Nos.	Mile Post	Morris Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
		98.0	CP 98					4.3
	03092	102.3	WILLMAR	BJTX(2)				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		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		

Dispatchers Phone—8-234-6403

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Goldenrod to East Breckenridge	40 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Through No. 20 turnouts at following locations:

MP 105.0	35 MPH.
MP 100.72 crossover Main 1 to Main 2	35 MPH.
MP 194.9 Aberdeen Line Jct. Soo/CP crossing—speed signs placed	25 MPH.
East switch at Breckenridge MP 211.9	25 MPH.
Campbell West Switch	25 MPH.
Willmar East Rip Track Switch	5 MPH.

Through No. 11 turnouts at following locations:

MP 102.66 - Crossover between MT 1 and MT 2	10 MPH
MP 102.75 - Crossover between MT 1 and MT 2	10 MPH.
Movements to/from Sioux City Line Jct. to/from North Lead Willmar Yard	5 MPH.

1(D). Speed—Other

On noncontrolled siding Benson	10 MPH.
Sidings and Turnouts:	
Kerkhoven	25 MPH.
Benson east siding switch and controlled siding	25 MPH.
Morris	25 MPH.
Donnelly	25 MPH.
Norcross	25 MPH.

Willmar scale lead	10 MPH.
Willmar roundhouse	5 MPH.
On north lead—westward head-end movements over 7th St. MP 102.5	5 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Goldenrod to E. Breckenridge 143 tons
35-ft. ore cars (BN 99000-99949, BN 98000-98189, BNSF 601090-601179) not permitted.

3. Type of Operation

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

Yard Limits—in effect:

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

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

4. General Code of Operating Rules Items

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

Rule 10.2—The following switches are not equipped with electric locks:
MP 104.07
MP 12.7

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

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

5. Trackside Warning Detectors (TWD)

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

6. FRA Excepted Track—None

7. Special Conditions

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

Morris—At Morris when occupying elevator track, the following crossings must be protected by flagmen:
MP 157.2—5th Street
MP 157.3—6th Street
MP 157.4—7th Street

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

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

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

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

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

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

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

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

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

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

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

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits
552 Willmar

Road Line Segments

Line Segment Limits
22 Goldenrod to E. Breckenridge

9. Locations Not Shown as Stations

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

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

Radio Channel No. 66 in service.

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

Dispatchers Phone—(817) 234-6465, FAX (817) 234-6462

1. Speed Regulations

1(A). Speed—Maximum

Sarpy Jct. and Kuehn	Freight 40 MPH
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1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

Kuehn around Loop Track	10 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions.

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

Sarpy Jct. to Kuehn 144 tons
35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation—None

TWC—in effect:
MP 0.0 to MP 37.4

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Kuehn

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

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

Loaded coal trains are not permitted to store on Kuehn siding.

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

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

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

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

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

8. Line Segments

Road Line Segments

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

9. Locations Not Shown as Stations

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

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

Radio Channel No. 85 in service .

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

Dispatchers Phone—(817) 234-6420, FAX (817) 234-6496

1. Speed Regulations

1(A). Speed—Maximum

Glendive and Snowden **Freight** 40 MPH

1(B). Speed—Permanent Restrictions

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

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

1(D). Speed—Other

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

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

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

Glendive to Snowden 134 tons

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

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

3. Type of Operation

TWC—in effect:
 Glendive to Snowden

Restricted limits—in effect:
 Glendive MP 0.0 to MP 3.5
 Sidney MP 50.0 to MP 55.0
 Snowden MP 77.0 to MP 78.6

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

Fairview Wye—has 4000 foot Tail Track

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

To: _____

On: Sidney Line Sub

8. Line Segments

Road Line Segments

Line Segment Limits **Mileposts**
 306 Glendive to Snowden 0.0 to 78.6

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Watertown Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				BRANCH LINE STATIONS					
		54021	21.2	APPLETON	AJR	TWC		8.7	
		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				127.7	

Between Yale and Wolsey, DM&E Timetable governs.

Radio Channel No. 54 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		

Dispatchers Phone—234-6403

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 1A 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 Yale 134 tons

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

Six-axle locomotives and six-axle derricks not permitted 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:
Appleton MP 21.3 to MP 22.5
Watertown MP 89.0 to MP 93.6

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

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

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

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

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

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

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

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

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

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits
548 Watertown Yard

Road Line Segments

Line Segment Limits
200 Appleton to MP 148.5

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Wayzata Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS	Rule 4.3				
		00437	9.5	MPLS JCT	JTY	CTC		0.5	
			9.7	HARRISON ST (To Van Buren St)	JT			TWC ABS	
		03002	10.8	1ST ST NORTH		TWC ABS			
			11.7	HOLDEN ST				TWC ABS	
		03004	12.4	LYNDALE JCT	J	TWC ABS			
			13.0	CEDAR LAKE JCT	J			TWC ABS	
	10,722	03014	24.3	WAYZATA	J	TWC ABS			
		03022	31.6	MAPLE PLAIN				TWC ABS	
	1,0291	03029	38.6	DELANO		TWC ABS			
	15,614	03043	53.0	HOWARD LAKE				TWC ABS	
		03050	59.4	COKATO		TWC ABS			
	8,547	03056	65.2	DASSEL				TWC ABS	
		03061	70.3	DARWIN		TWC ABS			
	8,713	03067	76.4	LITCHFIELD				TWC ABS	
		03074	84.1	GROVE CITY		TWC ABS			
	10,452	03080	89.2	ATWATER				TWC ABS	
		03087	96.6	KANDIYOHI		TWC ABS			
			98.0	CP 98				TWC ABS	

Radio Channel No. 70 in service for road crews between Mpls. 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		

Dispatchers Phone—8-234-6403

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

1. Speed Regulations

1(A). Speed—Maximum

Mpls Jct. to CP 98	Freight 40 MPH.
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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 1A 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.	10 MPH.
Dassel	10 MPH.	not permitted
Litchfield	25 MPH.	10 MPH.
West turnout MP 76.1	12 MPH.	10 MPH.
Atwater	25 MPH.	10 MPH.

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

- Mpls. Jct. to MP 98 143 tons
- 1st St. North to Northtown 143 tons

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

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

Howard Lake—Littfin Lumber Spur

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

3. Type of Operation

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

TWC—in effect:

Between CTC Wayzata and Harrison St.

CTC—in effect:

Between CP 98 and Wayzata MP 24.3

Between Harrison St. and Mpls. Jct.

Between Harrison St and Van Buren

4. General Code of Operating Rules Items

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

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

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other FED locations
MP 51.2 - Recall Code 508
MP 82.3 - Recall Code 468

6. FRA Excepted Track—None

7. Special Conditions

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

Eastward trains between MP 89.0 to MP 88.0 at Atwater.

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

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

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

The following crossings must be protected by flagmen:

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

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

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

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

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

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

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

Roll-by Inspection—Are required by train crews at initial terminals.

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

8. Line Segments

Road Line Segments

Line Segment Limits

- 217 Minneapolis Jct. 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

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Zap Line Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	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					4.9		
3,646	85452	52.4	STANTON		TWC			11.9		
9,107	85465	64.4	HAZEN					8.2		
	85473	72.6	BEULAH	BR				6.9		
	85480	80.5	ZAP	R				80.5		

Radio Channel No. 39 in service .

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

Dispatchers Phone—(817) 234-6405, FAX (817) 234-6428.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Mandan and Zap	30 MPH.

1(B). Speed—Permanent Restrictions

MP 0.1 to MP 3.3	10 MPH.
MP 13.7 to MP 13.9	10 MPH.
MP 14.7 to MP 15.1	10 MPH.
MP 40.0 to MP 42.8	10 MPH.
MP 52.9 to MP 62.9	25 MPH.
MP 69.6 to MP 69.8	10 MPH.
MP 78.6 to MP 80.0	10 MPH.

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

1(D). Speed—Other

Glenharold—Trains unloading coal over hopper	3 MPH.
Trains using Loop Track UPA	5 MPH.
Trains using Loop Track Basin Electric	5 MPH.
Trains using Siding	5 MPH.
Beulah—All yard tracks	5 MPH.
Antelope Valley Spur	30 MPH.

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

Mandan to Zap

134 tons

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

3. Type of Operation

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

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

TWC—in effect:
Mandan to Zap

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

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

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

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

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

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

South Beulah—Locomotives must not pass under tippie. Tippie 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.

8. Line Segments

Road Line Segments

Line Segment	Limits	Mileposts
303	Mandan to Zap	0.0 to 80.5

9. Locations Not Shown as Stations

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

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GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

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

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

Speed Tables

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

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