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S. L. WINGAD	Trainmaster	Grand Forks
R. E. JACKMAN	Trainmaster	Grand Forks
R. E. STROOT	Trainmaster	Grand Forks
T. L. GREWE	Trainmaster	Minot
W. L. JENSON	Trainmaster	Minot
G. SERNA	Trainmaster	Minot

W. R. Grimstad-Superintendent Operations, Fargo

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R. E. DUNCUM	Trainmaster	Jamestown
J. A. MARTIN	Trainmaster	Mandan
A. E. FRY	Trainmaster	Mandan
M. G. JUNGCK	Trainmaster	Dickinson
A. M. RIO	Trainmaster	Glendive
J. G. MISKULIN	Trainmaster	Glendive
J. J. KEIGLEY	Trainmaster	Forsyth
G. S. LANTRIP	Trainmaster	Forsyth
E. J. BEIL	Trainmaster	Hettinger

Dilworth Terminal

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A. L. SIMMERT	Trainmaster	Dilworth
G. A. WARNING	Trainmaster	Dilworth

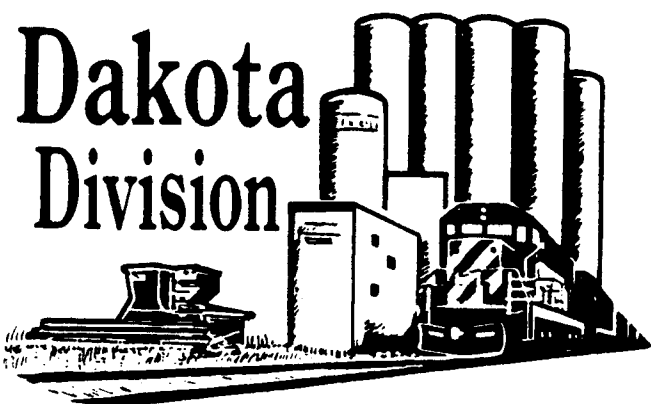
R. G. Almaguer-Supt. Maintenance and Engineering, Fargo

M. L. PLOTT	Division Maintenance Engineer	Fargo
W. G. DAHLIN	Division Maintenance Engineer	Fargo

Transportation Department

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R. L. AASE	Supt., Transportation	St. Paul
D. R. CASEY	REGION Chief Dispatcher	Minneapolis
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Dakota Division

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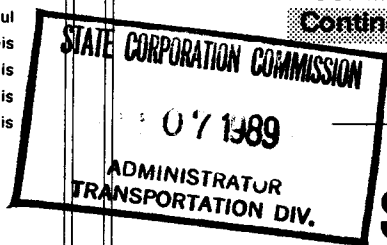


NORTHERN REGION

DAKOTA DIVISION

TIMETABLE NO. 1

IN EFFECT AT 0001
Continental Central Time
Continental Mountain time



**Sunday
October 30, 1988**

Including National Railroad Passenger Corporation (NRPC) Trains

Region Vice President
W. W. FRANCIS

Division General Manager
H. D. ROBINSON

Vice President Transportation
W. A. HATTON

ALL SUBDIVISIONS

1. Speed Restrictions

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Trains consisting entirely of passenger equipment are authorized to operate at passenger train speed.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Maximum Speeds Permitted

Freight trains up to 100 Tons/OB	60 MPH
Freight trains over 100 Tons/OB	45 MPH
Loaded coal trains	45 MPH
Empty coal trains	50 MPH

Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes. For purposes of this definition, each platform of multi-platform cars is considered one car.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Maximum Speeds Permitted:

On sidings	20 MPH.
On tracks other than main tracks and sidings	10 MPH.
Locomotives equipped with friction bearings	35 MPH.
Light locomotive consist or caboose hop	50 MPH.

Trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions 12 MPH.

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99949	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026	35 MPH	20 MPH
Air dump cars (loaded)	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Empty bulkhead flat cars except BN 961302-961361, BN 965846-965945 and cars with center bulkheads	45 MPH	45 MPH
Empty flat cars: NP 62300-62949 NP 66100-66249	45 MPH	45 MPH

Except on Main Lines as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by chief dispatcher and roadmaster or covered by specific instructions.

Maximum Speed of Locomotives

Refer to Rule 455 of the Air Brake, Mechanical and Train Handling Rules for maximum authorized speed of locomotives.

1A. Control of Harmonic Rocking

Under certain conditions, operation of trains between 13 MPH and 21 MPH can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or general order, the following restrictions will apply:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 MPH, must reduce speed to not exceed 13 MPH until movement can again exceed 21 MPH.

2. Restrictions on Locomotives

The maximum number of locomotives in a head-end consist must not exceed 10.

The number of powered axles in a locomotive consist must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

The number of locomotives not in MU operation, regardless of placement in train, must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist to ensure brakes release. If other placement is required, release of the brakes must be ensured.

Locomotives not equipped with alignment control couplers must be handled in the following manner:

Trains of more than 15 cars-

May be all or any portion of the powered locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over. Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

Trains of 15 cars or less-

No placement restrictions.

The following locomotives are not equipped with alignment control couplers and may be placed anywhere in a light consist or caboose hop:

5-585, 1000-1004, 1400-1438, 1956-1971, 6100-6237, 9900-9925.

3. Manned Helper Operations

Locomotives not equipped with alignment control couplers (See Item 2) must be equipped with bolster stops when operated in manned helper consists; **except**, single non-equipped locomotives may be operated when placed between locomotives equipped with alignment control couplers or bolster stops.

The following locomotives, are not equipped with alignment control couplers, but are equipped with bolster stops:

1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1811-1813, 1816, 1819, 1821, 1829, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1888-1889, 1896-1898, 1900, 1910, 1913-1914, 1916-1917, 1920, 1922, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964-1965, 1971, 1977-1978, 1980, 1991, 1993, 1995-1997.

The locomotive which is coupled to cars must be equipped with an alignment control coupler if locomotive consist has 18 or more powered axles. In figuring powered axles, include locomotives in manned helper operation when placed at head end of train.

Unless otherwise provided in Individual Subdivision Special Instructions:

No restriction on placement when using helper of 6 powered axles or less.

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or general order are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

When restrictions governing trailing tonnage are provided by Individual Subdivision Special Instructions or general order, helper may be operated on head end, providing the combined head end and helper locomotives do not exceed 36 powered axles.

SPECIAL INSTRUCTIONS

3

Not more than 24 powered axles can be used in helper services or in head end consist when helpers are being used, EXCEPT with coal trains equipped entirely with type E or F couplers cast in Grade E steel, which may have head end consist of 36 powered axles maximum. Helpers of less than 24 powered axles may shove on the rear of such trains except that helpers with 24 powered axles must be cut in ahead of caboose.

The following 100-ton coal cars are not equipped with Grade E steel couplers:

BN 513903-513997	BN 524020-525297
BN 514108-514193	CBQ 160002-160199
BN 514301-514494	CBQ 160205-161497
BN 520016-520595	GN 70400-70499
BN 522000-522399	NP 73000-73699

Train dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

3A. Locomotive Group Chart

This chart must be used when restrictions in Items 1 and 2 of Individual Subdivision Special Instructions are shown.

Group	Model	Locomotive Numbers
A	SW-1	70.
B	GP9B*	600-602, 604.
	GP-5	1355-1356, 1358-1360, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1888-1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980, 1991, 1993, 1995-1997.
C	SW-12	162-166, 170-174, 176-177, 179-181, 183-184, 186, 188-189, 192-199, 201, 205-207, 209-214, 222-226, 228, 230-231, 233-255, AMTK 565.
	SW-9	169.
	SW-10	375-394, 427-449, 574-577, 579-585.
D	NW-12	5, 14.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1403, 1406-1411, 1413-1414, 1416-1420, 1422, 1426, 1436, 1438.
	GP-9	1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1896-1898, 1900, 1965, 1970, 1977-1978.
	GP-20	2012, 2030-2031, 2034-2035, 2037, 2042, 2044, 2048-2049, 2054, 2058, 2063.
	GP-30	2217-2219, 2221-2222, 2225, 2232.
	GP-39-2	2700-2739, HL 403.
E	SW-15	20-65, 300-324.
	GP-38E	EMD 741, EMD 743, EMD 745, EMD 747-748, EMD 752-753, EMD 756, EMD 758-763, EMD 767, EMD 770-771, EMD 775-776, EMD 778-783, EMD 785, EMD 787, EMD 790-793, EMD 797-800, EMD 802, EMD 804-806, EMD 808-810, EMD 813, EMD 816, EMD 822, EMD 824, EMD 826-827, EMD 834, EMD 838, 2072-2077, 2110-2135, 2137-2138.
	GP-38	2155-2189.
	GP-38-X	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-38-2	HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2200, 2203-2206, 2210, 2212-2216, 2251, 2253.
	GP-35	2504, 2507, 2511, 2514, 2516-2518, 2522-2526, 2528-2534, 2537, 2540-2543, 2551, 2554-2557, 2559-2560, 2570-2572, 2576, 2579-2580.
	GP-38-B*	2600.
	GP-38-2B*	2601.
	GP-40	3000-3002, 3004-3005, 3008-3012, 3015-3016, 3019, 3022-3023, 3025, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-2	3040-3064.
	GP-50	3100-3162.

Group	Model	Locomotive Numbers
E	B-30-7A*	4000-4050, 4052-4119.
	U-30-B	5782-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	AMTK 200-409.
	B-39-8	GECK 8000-8001, LMX 8500-8599.
	SD-9	HL 504-505.
F		None.
G	SD-9	6127, 6131, 6133-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6174, 6176-6179, 6181, 6183-6185, 6190-6200, 6202, 6204, 6217-6219, 6221, 6223-6228, 6230-6237.
H	SD-9	6100-6103, 6107-6110, 6113-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5306, 5318, 5320-5322, 5325-5326, 5330, 5335, 5338-5362, 5364-5394, 5800-5801, 5803-5804, 5806-5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6300, 6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-40-2B*	7500-7502.
	SD-60	OWY 9000-9099.
		*Cables.

4. Restrictions on Cars

Following equipment must be placed next ahead of caboose or at rear of cabooseless trains, except in work train or when otherwise provided by authority of chief dispatcher:

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026

Scale test cars BN 979004 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

Pile drivers

Locomotive cranes

Empty ribbon rail cars

Rear end only cars

Jordan spreaders

Rotary snowplows, wedge plows, dozers.

When pile drivers, cranes, derricks or similar equipment are being moved on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Such equipment must be inspected before being moved.

Spreaders and dozers being moved in trains must, when practicable, be headed in the direction train is moving and wings must be properly secured.

The conductor and engineer must be notified when such equipment is in their train.

DODX 40000-40100- Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

4A. Handling 80 Feet or Longer Cars

During either throttling or braking, trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer coupled to cars 50 feet or shorter in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80 feet or longer loaded cars must be regarded the same as an 80 feet or longer empty car:

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

Exception-Trains consisting entirely of cars 80 feet and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

4B. Multi-Platform and Stack Intermodal Cars

These cars are authorized for movement on tracks with weight limit of 177,000 pounds or more.

Special Instructions All Subdivisions Item 4A pertaining to Handling 80 Feet or Longer Cars does not apply to multi-platform or stack cars.

Description: Multi-Platform Cars

Cars consist of permanently connected individual platforms and are arranged in 5 and 10-platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 637500 through 637503.

10-Platform cars are 467 feet long and have eleven 2-axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake. These cars are designated BN 637100 through 637107.

When necessary to apply hand brakes on a 10-platform car, both hand brakes must be applied.

Description: Stack Cars

Cars consist of permanently connected individual platforms and are arranged in 5 platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

Stack cars range from 265 to 270 feet long. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

Yard Operation

Cars must not be humped or cut off while in motion, and must not be coupled with more force than necessary to make the coupling.

When multi-platform or stack cars have empty platform(s), switching movements must be made with no more than 12 powered axles.

Train Operation

When multi-platform or stack cars have any empty platform(s), they should be placed next ahead of caboose. When empty platform(s) are within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds 4,800 tons, the number of powered axles is restricted to 12, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

5. Car Weight and Length Restrictions

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.
- e. 140,000 lbs. ore car only must be at least 24 feet.
- f. 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of general manager.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. Federal Railroad Administration (FRA) Excepted Track

Where Individual Subdivision Special Instructions specify "FRA EXCEPTED TRACK - See All Subdivision's Item 6", the following restrictions apply:

- a. Maximum speed is 10 MPH;
- b. Revenue passenger trains are not permitted; and,
- c. No more than five cars, required to be placarded by Hazardous Materials Regulations, may be handled in a freight train.

7. Air Repeater Operation

Air repeater cars BNH 3-14, 20-29, 30-35 must be operated approximately in the middle of the train.

There is a flashing light on both end of the roof and two lights on either side at ground level. Flashing roof light and illuminated side light indicate which end of the car is cut in for repeater operation and must be the light nearest the controlling locomotive.

If charging in the wrong direction, bring the brake pipe to zero with an emergency application of the train brakes and recharge in the normal manner.

Air repeater cars increase the brake pipe pressure by a fixed percentage. Higher brake pipe pressure at the rear of a train will be noticed with this arrangement. It is possible for the brake pipe pressure on the rear car to be greater than the brake pipe pressure setting of the controlling locomotive. This does not constitute an overcharge with the air repeater car operating.

If an air repeater car fails en route, an automatic valve will operate to bypass the repeater equipment making it like any other car in the train. It is not necessary to do anything at the air repeater car. The air repeater car diesel engine contains antifreeze and draining of the engine is not required with engine shutdown.

If brakes do apply on the train when the air repeater rack is cut out by the bypass valve, it will be necessary to reduce the overcharged condition.

8. Dimensional and Special Shipment Restrictions

a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.

b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.

c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 625 of the General Code of Operating Rules.

d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.

e. Train dispatcher must issue appropriate track warrant, track bulletin or message when dimensional shipment restricts opposing train and confirm message received.

f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.

g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
ALPHA	<p>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>	GOLF	<p>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>
BRAVO	<p>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>	HOTEL	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
CHARLIE	<p>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p>	INDIA	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
DELTA	<p>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	JULIET	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>
ECHO	<p>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	KILOGRAM	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>
FOXTROT	<p>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	LIMA	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		MIKE	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		NOVEMBER	<p>When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.</p>
		OSCAR	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
		PAPA	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
		QUEBEC	<p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>

SPECIAL INSTRUCTIONS

CODE	RESTRICTION APPLICABLE
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

9. Track Side Warning Detector

Train Inspection

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When condition exists where blowing snow may render track side warning detector ineffective, speed of freight train must be reduced to the extent necessary to permit inspection.

Only 200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.

If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

If overheating or defect on same equipment is detected by two successive detectors, the identified equipment must be set out of train. EXCEPTION: If overheating or defect detected involves a locomotive, such locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect. If track side warning detector indicates overheating on the wheel of a caboose having a generator attached to the axle, if no other mechanical defect is noted, caboose need not be set out.

Mechanical forces on duty at next terminal, connecting crew at crew change point or proper authority must be informed of condition if unable to locate defective equipment.

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to general manager and chief dispatcher indicating date, train and location of track side warning detector which failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, including when **Detector Status Message** is "... Integrity failure", crew will inspect train in advance of such structure.

Location of track side warning detectors is shown under Individual Subdivision Special Instructions.

Track Side Warning Detector-Radio Reporter

Except in emergency, radios must not be used while train is within 150 feet of track side warning detector and/or until entire message is received from that detector site.

A four second warning tone is issued immediately upon each defect detected.

Train crew must monitor track side warning detector radio reports and be immediately governed by the message received.

Detector Status Message	Train Crew Response
"... No defects"	Proceed.
"... Integrity failure"	Detector out of service.
"... First hot box right side XXX"	Stop train; inspect near indicated axle.
"... First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
"... First hot wheel near axle XXX"	Stop train; inspect near indicated axle.

Detector Status Message	Train Crew Response
"... (No message or incomplete message)"	Stop and inspect entire train.
"... Excessive Alarms"	Stop and inspect entire train.

Detector status messages may describe more than one defect such as:

- "... First hot box left and right side XXX"
- "... First hot wheel near axle XXX"
- "... Second hot box right side XXX"
- "... Third hot box left side XXX"

XXX is the axle count from the head end of train, including locomotives, to the defect indicated.

All detector status messages will be repeated in order of detection.

End of message will be indicated by the words "Out" or "End of transmission".

When failed equipment is indicated, train crew must advise train dispatcher reason for delay by first available means of communication.

Conductor must report to the train dispatcher when **Detector Status Message** is "Integrity failure".

If more than one detector status message is received, comply with most restrictive message.

Track Side Warning Detector-Radio Tone-

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from the point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

10. Storage of Cars Within Yard Limits Non-ABS Territory

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by track warrant or track bulletin. This does not modify requirements of Rule 93.

11. Commodities Insulating Track in CTC and ABS

Employees should be alert for insulating commodities such as clay, chips, oil, etc., on top of rails. This condition could possibly insulate the track and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

12. Rule Books in Effect on Burlington Northern Railroad

General Code of Operating Rules
Air Brake and Train Handling Rules, Form 15338
Train Dispatcher's Manual, Form 51545
Instructions for Agents, Control Operators, Train Order Operators, and Bridgetenders, Form 15472
Rules of the Maintenance of Way, Form 15125
Safety Rules and General Rules, Form 15001
Intermodal/Automobile Facility Safety Rules and General Rules, Form 16406

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "general manager" replaces "superintendent".

Track Permits, Track and Time Limits, Track Warrants and Track Bulletins

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

Definition-Restricted Speed-is changed to read:

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule G-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule Q-add the following:

MT - Main Track(s)

Rules 2 and 3

Employees governed by the General Code of Operating Rules are "designated employees" under Rules 2 and 3.

Rule 2

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

CONTINENTAL TIME will be used for operating purposes.

Rule 3

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

Rule 6(A)-explanation of characters:

- A** - Automatic Interlocking (actuated automatically by the approach of a train).
- B** - General orders, notices, and circulars.
- I** - Manual Interlocking (operated by a control operator).
- J** - Junction.
- K** - Standard clock.
- M** - Railroad crossing protected by signals or gates.
- R** - Train register.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Rule 10(C)-second paragraph is changed to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

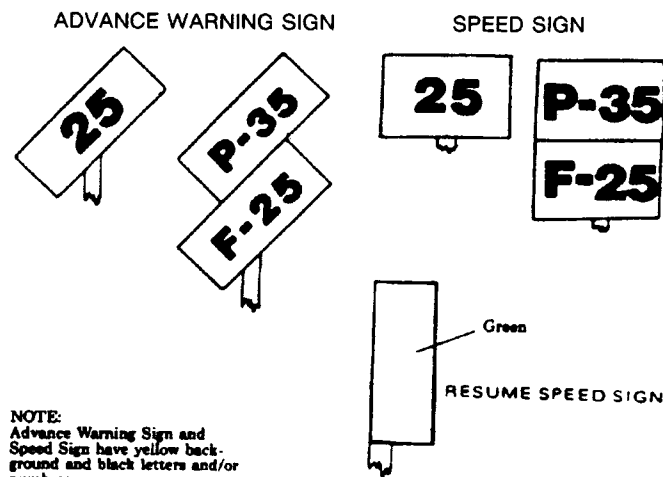
Rule 10(E)-following paragraphs are added:

Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) and Resume Speed Sign (vertical).

The "Advance Warning Sign" will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a "Resume Speed Sign" or another "Speed Sign" is displayed.

At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.



NOTE:
Advance Warning Sign and
Speed Sign have yellow back-
ground and black letters and/or
numbers.

These signs, as illustrated, apply to train and engine movements as follows:

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

Rule 11-following second paragraph is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

Rule 19-is changed to read:

19. MARKERS: A marker of the prescribed type will be displayed on the trailing end of the rear car to indicate the rear of the train.

19(A). HIGHLY VISIBLE MARKER: A highly visible marker will be displayed at the rear of every train as follows:

- (1) From one hour before sunset to one hour after sunrise and when weather conditions restrict visibility to less than one-half mile.

NOTE: A marker equipped with a functioning photoelectric cell will automatically illuminate at the appropriate time.

- (2) When an engine is operating without cars or is at the rear of the train, the trailing headlight, illuminated on dim, may be used as a marker.

When a highly visible marker is required, it must be inspected by a qualified employee at the initial terminal and each crew change point to determine that it is functioning properly. Inspection will be made by observation or by telemetry display in the cab of the engine. The engineer must be informed of the results of the inspection.

19(B). ALTERNATIVE MARKERS: A reflector, a red flag or a light fixture will be displayed at the rear of the train as the marker when:

- (1) A highly visible marker is not required;
- (2) A defective car must be placed at the rear for movement to a repair point;
- (3) The rear portion of the train is disabled and cannot be moved and a highly visible marker cannot be displayed on the rear of portion to be moved; or,
- (4) The highly visible marker becomes inoperative en route. The train may be moved to the next forward location where the highly visible marker can be repaired or replaced.

Rule 26-is modified as follows:

26. BLUE SIGNAL PROTECTION OF WORKMEN: This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

Workmen

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

- (7) Blue signal protection must be provided for workmen when:
 - (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
 - (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 81

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

Rule 93-following three paragraphs are added:

Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

Conditional yard limits may be established for the hours and/or days specified in general order or special instructions and the limits will be identified by signs reading "CONDITIONAL YARD LIMITS".

General order or special instructions will read, as example:

Conditional yard limits in effect between MP_____ and MP_____ between (station) and (station) (time) until (time) daily Monday through Friday. If in effect 24 hours per day, time need not be specified.

Rule 98(A)- Second paragraph is cancelled.

Rule 102, paragraph (2) - is changed to read:

- (2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so either by visual inspection of the train or knowledge that the train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

Rule 102-the following new last paragraph is added:

In cabooseless train operation, the initial and number of the car on which the rear of train device or marker is applied must be ascertained by the conductor. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

Rule 103(E)-is changed to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

Rule 104(M)-second paragraph is changed to read:

When signal governing movement over a spring switch displays Stop, Stop and Proceed or Restricted Proceed indication, when indicator displays Stop and Inspect Switch indication, or when switch is not protected by signal or indicator, train or engine making facing point movement must stop and crew member must test the switch, unless the switch has been lined for diverging route or crew has been advised by train order, track bulletin or track warrant that spring switch has been spiked.

Rule 104(M)-fifth paragraph is changed to read:

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Individual Subdivision Special Instructions.

Rule 153-following paragraph is added:

When using main tracks, except double track, in westward or southward timetable direction, they will be numbered consecutively from right to left beginning with Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

Rule 223, Rule 225 and Form N Train Order-will not be used.

Form M Train Order

The following is added to Form M train order:

(3) **LINE NO _____ OF ORDER NO _____ IS ANNULLED**

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

Form O Train Order-will not be used.

Form D-S Train Order Example (1)-is changed to read:

**(1) 801 AM UNTIL 501 PM MAY 15 ALL TRAINS MUST USE
TRACK BETWEEN WEST CROSSOVER AT
FAYE AND EAST CROSSOVER AT GLEN
ALL TRAINS MUST STOP BEFORE FOULING
TRACK BETWEEN THESE POINTS UNLESS
AUTHORIZED TO PROCEED BY EMPLOYE IN CHARGE OF
SWITCHES OR TRAIN DISPATCHER**

This order is to be used when one or more main tracks are to be removed from service and all trains in both directions are to use the remaining track with an employee in charge of switches at each end of territory designated.

Movements between the designated points will be directed by the train dispatcher who will issue copy of train order and necessary instructions to the employees in charge of the switches.

Employee in charge of switches may authorize movement on main track between the designated points by controlled signal indication, verbally or by hand signal.

Form Y Train Order, Example (2)-will not be used.

GENERAL DESCRIPTION OF SIGNALS, Page 124-the following two paragraphs are added:

When a track intervenes to the right between a signal and the track governed, a stub post with a blue light will be attached to the right of the signal mast.

When a track intervenes to the left between a signal and the track governed, a stub post with a blue light will be attached to the left of the signal mast.

Rule 234

INDICATION is changed to: Proceed prepared to pass next signal not exceeding 35 MPH.

Rule 241

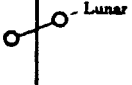
NAME is changed to: RESTRICTED PROCEED.

INDICATION is changed to: Proceed at restricted speed.


Rule 248-new:

SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS


Rule 248(A)-Take Siding Indicator

Aspects	Indication
	When illuminated, hand operate switch and enter siding.


Rule 248(B)-Operate Switch Indicator

Aspects	Indication
	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.

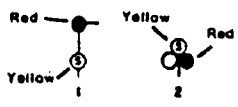
Rule 248(C)-Block Indicator

Aspects	Indication
	Block clear.

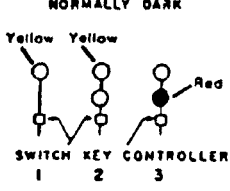
Rule 248(D)-Block Indicator

Aspects	Indication
	Block occupied.

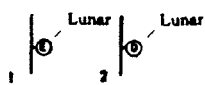
Rule 248(E)-Spring Switch Indicator

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 238.

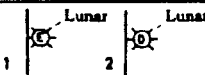
Rule 248(F)-Switch Indicator

Aspects	Indication
	Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator. If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules. If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes. To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.


Rule 248(G)-Failed Equipment Indicator

Aspects	Indication
	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.


Rule 248(H)-Failed Equipment Indicator

Aspects	Indication
	When flashing, no failed equipment has been detected.


Rule 248(I)-Slide Fence Indicator

Aspects	Indication
	When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.

Rule 248(J)-Slide Fence Indicator

Aspects	Indication
	When flashing, slide fence has not been activated.

Rule 248(K)-Resume Speed

Aspects	Indication
	End of slide fence restriction; resume speed.

Rule 305(A)- new rule added as follows:

305(A). APPROACH TO AUTOMATIC INTERLOCKING: A train passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

Rule 312(2)(b)- The waiting time is 10 minutes.

Rule 312(3)-cancel second paragraph and add the following three paragraphs:

In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train may then proceed on hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes.

If a train is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train on the conflicting route.

Rule 315(A)-is changed to read:

315(A). DUAL CONTROL SWITCHES AND DERAILS: Before proceeding from a Stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, he must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

Rule 316-second paragraph is changed to read:

On any track where CTC, TWC or APB is in effect, a reverse movement must not be made without flag protection or authority from the control operator or train dispatcher.

Rule 319-add new paragraph following paragraph (2):

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

Rule 351-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. Be governed by the third paragraph of Rule 351.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

Rule 351(C)-cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Rule 408, paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

Rule 409-is changed to read:

409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

Rules 410 and 411-modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

Rule 413-following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

Rule 456- will not be used. Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

Rule 463-is changed to read:

463. VOIDING TRACK BULLETINS: To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) TRACK BULLETIN NO ____ OF (date) IS VOID.

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

(2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:**(a) LINE (number) OF TRACK BULLETIN NO ____ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) THAT PART OF TRACK BULLETIN NO ____ OF (date) READING (quote line to be made void) IS VOID.

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) TRACK BULLETIN NO ____ OF (date) IS VOID.

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D 

No. _____ Date _____ 19____

TO	AT
	AT
	AT
	AT



OK	COPIES OF	DISPATCHER
----	-----------	------------

Form D-10-10-10

Rule 620-is changed to read:

620. RIDING ENGINE: When practicable, crew members on head end of freight trains must ride in control compartment of the controlling locomotive but not more than six people may ride in the control compartment. When riding the head end, the conductor will, when practicable, ride in the control compartment.

Rule 627(5)-is changed to read:

(5) Freight car with bad order tags indicating that car is safe to move may be handled to nearest repair point.

YARD SERVICE RULES

Rule Y-1. The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employees in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employees will be governed by instructions of agents or other designated employee in doing work at stations.

Rule Y-2. The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employees working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

New Item 3-E is added to INSTRUCTIONS for AGENTS, CONTROL OPERATORS, TRAIN ORDER OPERATORS, BRIDGETENDERS, Form 15472, as follows:

3-E. When transmitting and repeating line-up, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations and directions must be pronounced then spelled.

When line-up is relayed, underscore each word and figure each time repeated.

14. Rules of the Maintenance of Way Changes and Additions

Where referenced in rules and instructions, "general manager" replaces "superintendent".

Track Permits, Track and Time Limits, Track Warrants and Track Bulletins

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

Definition-Restricted Speed-is changed to read:

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule G-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule Q-add the following:

MT - Main Track(s)

Rule 2

CONTINENTAL TIME will be used for operating purposes.

Rule 3

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

Rule 6(A)-explanation of characters:

- A** - Automatic Interlocking (actuated automatically by the approach of a train).
- B** - General orders, notices, and circulars.
- I** - Manual Interlocking (operated by a control operator).
- J** - Junction.
- K** - Standard clock.
- M** - Railroad crossing protected by signals or gates.
- R** - Train register.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Rule 9(A)-first paragraph is changed to read:

PLACEMENT OF FLAGS: Flags must be placed to the right of the track as viewed from an approaching train. When flags must be placed to the left of the track, this fact must be stated in train order, track bulletin, track warrant or general order.

Rule 10(C)-second paragraph is changed to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

Rule 11-following second paragraph is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

Rule 26-is modified as follows:

26. BLUE SIGNAL PROTECTION OF WORKMEN: This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

Workmen

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

(7) Blue signal protection must be provided for workmen when:

- (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 37- is changed to read:

37. TRANSMITTING AND REPEATING: When transmitting and repeating line-up, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations and directions must be pronounced then spelled.

Where authorized by division superintendent, train location line-ups may be transmitted by train dispatcher using recording device.

Except when copied from recording device, line-up must be repeated by one or more of those copying it. Each person copying must observe whether line-up is repeated correctly and if not, will immediately call attention to any error. Positive identification of employees receiving line-up must be established except when copied from a recording device.

Rule 38- is changed to read:

38. COPYING: Except when copied from recording device, persons copying line-ups will make as many copies as necessary and must identify themselves to the train dispatcher. When operator copies line-ups a file copy shall be retained bearing the signature or name of each person to whom copies are delivered. When line-ups are re-copied, they must be repeated to the train dispatcher. Line-ups may be duplicated mechanically.

After line-up has been copied from a recording device, it must be replayed and each word and figure underscored as it is played back.

Rule 351-cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

Rule 351-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. The third paragraph of Rule 351 is in effect.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

Rule 351(C)-cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Rule 408, paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

Rule 409-is changed to read:

409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

Rules 410 and 411-modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

Rule 413-following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

Rule 463-is changed to read:

463. VOIDING TRACK BULLETINS: To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO. _____ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) **TRACK BULLETIN NO. _____ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

- (2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO ____ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) **THAT PART OF TRACK BULLETIN NO ____ OF (date) READING (quote line to be made void) IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) **TRACK BULLETIN NO ____ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

No. _____ Date _____ 19__

TO	AT
	AT
	AT
	AT



OK	COPIED BY	DISPATCHER
----	-----------	------------

Form D-100-100

15. Safety Rules and General Rules Changes and Additions

Rule 181-is modified as follows:

181. This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

WORKMEN:

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

g. Blue signal protection must be provided for workmen when:

- (1) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (2) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 299-last paragraph is changed to read:

When movement is being made in response to hand signals, the disappearance from view of employee giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal unless employee on leading car has control of air brakes.

Rule 336 m-added:

Turn vehicle headlights on any time the weather requires use of windshield wipers.

Rule 345-following paragraph is added:

Vehicles above 10 feet in height must have height marked on outside and on dash of vehicle.

Rules 382 through 414 are cancelled. The rules contained in BN Form 16404 11-86, titled Intermodal/Automobile Facility Safety Rules and General Rules, govern all personnel whose duties are within the confines of a Burlington Northern Intermodal or Automobile facility including but not limited to employees of Burlington Northern Railroad Company, contractual personnel to Burlington Northern Railroad Company and/or their agents, and all other personnel entering onto properties of the Burlington Northern Railroad in the course of providing services, repair, etc.

Rule 565-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule 566-is cancelled.

Rule 572-is changed to read:

Employees are prohibited from having firearms or other deadly weapons, including knives with a blade in excess of three inches, in their possession while on duty or on Company property except those authorized to have them in the performance of their duties or those given special permission by the superintendent.

Rule 575(A)-added:

575(A). The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident.

Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

The Company's office equipment and machines must not be used for other than Company business.

The use of Company postage for personal mail not related to Company business is prohibited. Mail not pertaining to the affairs of the Company must not be sent by train mail; to do so is forbidden by the United States postal laws.

Rule 592-is changed to read:

Whenever passengers or employees are injured, everything possible must be done to care for them properly. If they are able to be moved, they should receive care from the nearest Company physician. If the case is urgent, they should be taken to the nearest medical facility or qualified physician (M.D.) for treatment.

Rule 597-is changed to read:

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

16. Intermodal/Automobile Facility Safety Rules and General Rules

BN Form 16406 11-86, INTERMODAL / AUTOMOBILE FACILITY SAFETY RULES and GENERAL RULES replaces Rules 382 through 414 in BN SAFETY RULES AND GENERAL RULES book.

Rule I-9 - changed to read:

I-9. The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty or their possession or use while on duty or on Company property is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule I-16 - changed to read:

I-16. Air line must be connected to the trailer/chassis and the brakes set before attempting to connect tractor to trailer. Trailer/chassis must be at proper height and brakes set, as necessary, to prevent movement, damage or injury.

Rule I-19(a) - new rule added:

I-19(a). When piggybacker is standing idle, the boom or arms must be locked in the up position and emergency brakes set.

Rule I-19(b) - new rule added:

I-19(b). Personnel are prohibited from walking or standing under the piggybacker boom for any reason other than maintenance.

Rule I-22 - changed to read:

I-22. Within an Intermodal or Automobile Facility, tracks must not be entered or rail cars coupled to or moved without authority of supervisor in charge of the Facility.

Rule I-34 - new rule added:

I-34. When a red stop sign or red light is displayed on a trailer, such equipment must not be coupled to until red signal has been removed.

Personnel working on or in a trailer not coupled to a tractor must establish protection by displaying red stop sign(s) by day and red light(s) by night. Such protection must also be placed on adjacent units parked within eight (8) feet of unit to be protected. Red signs or lights shall be removed only by same personnel who displayed them. Service vehicle may be used as a barrier in lieu of the stop sign or light if it prevents tractor coupling to the trailer.

17. Automatic Cab Signals

Cab signal equipment must be cut out on all portions of Burlington Northern Railroad except on suburban equipment on Lakes Division, 1st Subdivision.

18. Helper Behind Caboose

When necessary to use helper consist to assist a train, employees must not ride caboose ahead of helper consist.

19. Trackman's Train Location Line-up

In CTC or TWC territory, Individual Subdivision Special Instructions will specify if line-up must be obtained as required by Rule 35 of the Rules of the Maintenance of Way.

20. Certificate of Rules Examination

Employees required to pass rules examination must have Certificate of Rules Examination, Form 15015, in their possession while on duty.

21. Dumping Toilets

Dumping of toilets is prohibited when:

- a. Passing through limits of Track Bulletin Form B
- b. Passing by any location where workmen are known to be present
- c. In tunnels and snowsheds
- d. Passing over bridges
- e. At stations
- f. At any location prohibited by law

Compliance with these instructions by employees on passenger trains may require that all "Waste Treatment System" circuit breakers on Superliner equipment be switched to OFF. On other equipment not so equipped, restrooms must be cleared and restroom doors secured within the above limits.

22. Federal Railroad Administration Presumption of Impairment Notice

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test." (See last paragraph for BN's policy.)

"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"A complete copy of the Federal regulations is available for your review at each Division Superintendent's office."

Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not BN's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenance of Way, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

23. Procedures For State Drug and Alcohol Testing**BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA**

In the event that an employee is required to submit to urine testing under BN's Guidelines for the Enforcement of Rule G or Safety Rule 565, the following procedures will govern BN's testing program:

1. The employee will provide a urine sample at a BN-designated medical facility prior to going off duty but not more than eight (8) hours after the occurrence.
2. At this medical facility, the employee will sign an "Informed Consent and Release of Liability" (if required by the facility), will provide a sufficient quantity of specimen and will provide this specimen in the manner directed by the medical personnel at the facility. A determination that the specimen is authentic will be made by medical personnel.
3. Authorized medical personnel will keep a sufficient amount of specimen to perform a drug screen, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and requisition form in the mailing container envelope and Express Mail to:

American Institute for Drug Detection, Inc.
5515 Milton Parkway
Rosemont, Illinois 60018

NOTE: For those employees requesting a blood test, the medical personnel will obtain, seal and handle the blood sample, in accordance with the instructions provided by AIDD, Inc. and the medical facility will Express Mail the sample to AIDD, Inc.

NOTE: For a test administered pursuant to Federal Railroad Administration ("FRA") regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for American Institute for Drug Detection, Inc. ("AIDD, Inc.") and a third for the University of Utah, Center for Human Toxicology. The procedures for shipping the specimen to the University of Utah will be done in accordance with FRA regulations.

4. The medical facility will test the urine specimen submitted for at least alcohol and other substances of abuse, and the test results will be released only to the requesting BN official or the Chief Medical Officer of BN, or his designee.
5. The test results from AIDD, Inc. will be released only to the Chief Medical Officer of BN, or his designee, who will advise the requesting BN official.
6. The employee has the right to withhold the release of the test result from all persons except BN's requesting official and the Chief Medical Officer, or their authorized representatives.
7. A more complete description of the procedure and policy of BN's Enforcement of Rule G and Safety Rule 565 can be provided by your supervisor.

BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING IN PREEMPLOYMENT AND OTHER PHYSICAL EXAMINATIONS WITHIN THE STATE OF MONTANA

All applicants for employment and employees will have a drug and alcohol screen performed on the urine specimen collected at their physical examination. The following procedures will govern the BN Medical Department screening:

1. The urine specimen should be voided in the presence of the examining physician or the physician should be satisfied that the specimen is authentic.
2. Authorized medical personnel will keep a sufficient amount of specimen to perform the routine urinalysis, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and the requisition form in the mailing container envelope and mail to:

American Institute for Drug Detection, Inc.
5515 Milton Parkway
Rosemont, Illinois 60018

3. The test results from AIDD, Inc. are released only to the Chief Medical Officer of BN, or his designee.
4. The employee has the right to withhold the release of the test result from all persons except the Chief Medical Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

24. Physical Examinations

Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations will be at company expense.

25. Roadway Signs

Except as shown, roadway signs have white background and black letters and/or numbers.



Yellow—Rules 10 & 10(D).
Red—Rule 10(A) or
Green—Rules 10 & 10(D)

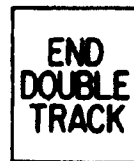
Track Flag



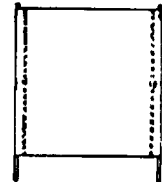
Junction
Rule 98(B)



Yard Limit
Rule 93



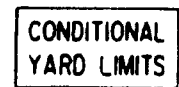
End Double Track



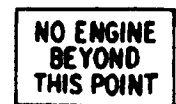
Track Flag



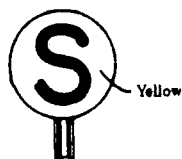
Railroad Crossing
Rules 98 & 98(B)



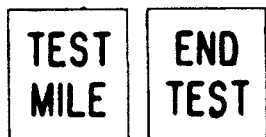
Conditional Yard Limits
Rule 93



No Engine Beyond This Point



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle
Rule 15(I)

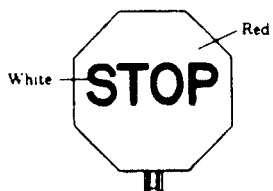
Numerals, when attached,
denotes the number of
crossings less than 1,320
feet.



Derail
Rule 104(L)



Fouling Point

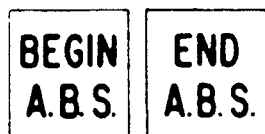


Stop
Rules 98 and 98(B)

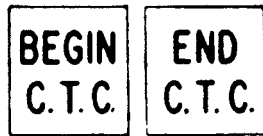


White letters on reflective red
background, or black letters
on white background.

Stop



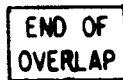
Begin and End ABS



Begin and End CTC



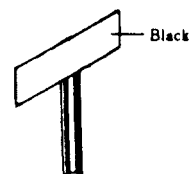
Signal Overlap
Rule 303



End of Overlap
Rule 303



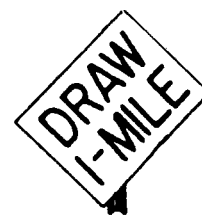
Westward Siding or
Eastward Siding
Rule 105(A)



Flanger



No Clearance



One Mile Draw Span
Rule 98

26. Tonnage Chart Profile

A "Tonnage Chart Profile", as shown in the following example, may be included on the bottom of the conductor's wheel report. This profile will give you the following information in a "snapshot" type view of train.

TONNAGE CHART PROFILE OF TRAIN 01 198 27 27-FEB-87 08:02

a. ***SPEED RESTRICTION EXISTS ON THIS TRAIN***

b. STATION LDS MTYS TONS FEET

TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON

```

150 ....
140 ....
130 ....
120 ....
110 ....
100 EEEE
90 NNNN
80 GGGG
70 ....
60 ....
50 ....
40 ....
30 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
20 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
LEN
SPH

```

```

150
140
130
120
110
100
90 X
80 X
70 X
60 X
50 X
40 X
30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX
20 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX

```

e. LEN
f. SPH

C=CAU D=DAN E=EXP F=FCG H=HWI P=POG R=RM # = ALL OTHER SPHDLG CODES

NOTES:

- ***SPEED RESTRICTION EXISTS ON THIS TRAIN*** will print if a car on the wheel report has "SPD" in Special Handling Field.
- Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.
- Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- Tonnage indicator (20 to 150 tons) - cars are listed vertically using Xs to indicate amount of tonnage per car. For example: First car behind engine weighs 30 tons and the 63rd car weighs 130 tons. Engines will be indicated by "ENG". Caboose will be indicated by "CAB".
- "LEN" represents car length - "S" = Short car 50 feet or shorter.
"L" = Long car 80 feet or longer.
- "SPH" represents special handling - "SPH" codes are listed at bottom of chart.

This chart should assist in train handling decisions and provide for a safer train operation.

Special Handling Codes shown on wheel report.

CAU	Caution	MIC	Messenger in Charge
COM	Combustible Gas	MRE	Mechanical Refrigeration
DAN	Dangerous	NPR	No Placards Required
DEV	Loading Devices Required	PBC	Perishable in Box Car
DNH	Do Not Hump	POG	Poison Gas
DNS	Do Not Separate	RE	Rear Ender
EW	Excessive Weight	RIL	Rejected in Interchange
EXP	Explosive	RM	Radioactive
HFR	Home For Repairs	Sxx	Speed in Miles Per Hour (xx is MPH.)
HIV	High Value	SPD	Speed Restriction
HTR	Heater(s) in Car	UOS	Unload From One Side Only
HWI	High Wide	WI	Waive Inspection
IRM	Incentive Rate Movement	ZIP	Expeditor Trains Only
L01-L09	BN Local Yard Use Only		

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	1st Subdiv MAIN LINE STATIONS Rule 6(A)	Distance from Dilworth
	00673		3.2	DILWORTH BIKRTX(-2)Y	0.0
	00675		5.6	2.4 MOORHEAD JCT. IJX(2)Y	2.4
	00679		8.6	3.0 FARGO JX(2)Y	5.4
	00683		12.9	4.3 WEST FARGO IJX(2)Y	9.7
4,290	00686		15.9	3.0 FIFE Y	12.7
	00690		20.2	4.3 MAPLETON	17.0
	00698		28.4	7.6 CASSELTON JX(2)Y	24.6
		2MT	31.2	3.2 SURREY JCT. SWITCH JX	27.8
		DT	38.8	7.8 MAGNOLIA	35.6
	03279		43.8	5.0 BUFFALO	40.6
	03285		49.7	5.9 TOWER CITY	46.5
6,239	03288		52.4	2.7 KOLDOK	49.2
6,794	03296		60.4	7.9 PEAK	57.1
	03301		65.5	5.2 VALLEY CITY	62.3
S6,330 N6,371	03306		70.0	4.4 BEREA Y	66.7
7,940	03312		76.1	6.1 SANBORN JT	72.8
6,470	03317		81.4	5.3 ECKELSON	78.1
N6,302	03325		89.1	7.7 SPIRITWOOD Y	85.8
	03331		94.7	5.6 BLOOM	91.4
			99.2	6.0	
	03336		92.2	DT	
			93.7	JAMESTOWN BJKR TX(2)Y	97.4
	03342		99.7	6.0 ELDRIDGE	103.4
7,243	03352		109.0	9.3 WINDSOR	112.8
	03356		112.8	3.8 CLEVELAND	116.6
7,336	03364		121.5	8.7 MEDINA	125.3
11,585	03377		134.5	12.9 LADOGA	138.2
	03386		143.2	8.7 DAWSON	146.9
7,396	03394		151.0	7.8 STEELE	154.7
8,451	03404		161.9	10.7 DRISCOLL	165.4
6,197	03412		169.6	7.8 STERLING	173.2
4,531	03419		176.2	6.6 McKENZIE JT	179.8
7,700	03424		181.6	5.5 BURLEIGH	185.3
7,932	03437		194.4	12.8 BISMARCK AY	198.1
	03444		200.3	5.8 MANDAN BJKR	203.9

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service between MP 0.0 and MP 16.4.

Train Dispatcher Calls-Magnolia-35, Peak-36, Spiritwood-37, Jamestown-38, Cleveland-39, Tappen-40, Sterling-41, Mandan-42.

Between MP 0.0 and Dilworth MP 3.2, employees are under the jurisdiction of Dakota Division General Manager.

See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Against the current of traffic on double track 49 MPH.
 Moorhead Jct. connecting track from westward main track to the 9th Subdivision 10 MPH.
 Freight trains over 100 Tons/OB between MP 9.1 and MP 38.8-Westward main track 40 MPH.
 Head end restriction for Westward trains on the westward track. MP 3.0 and MP 9.1, both tracks 35 MPH.
 Head end restriction
 MP 27.0 and MP 28.0, both tracks 40 MPH.
 Between MP 59.0 and MP 68.0 50 MPH.
 MP 97.6 east of Jamestown and MP 96.0 west of Jamestown, both tracks 30 MPH.
 Fargo over 25th St., 13th Avenue South and 17th Avenue South between MP 0.3 and MP 1.7 until leading end of movement has occupied crossing 12 MPH.
 Moorhead-All trains and yard engines stopping on main track between Fourth Street and Fourteenth Street crossing from point where stop is made until engine passes either Fourth Street or Fourteenth Street to permit proper operation of crossing signal and gates 10 MPH.
 Valley City Shoe Fly MP 67.3 to MP 67.5 5 MPH.
 Valley City Low Line
 Trackage east of Central Ave. 5 MPH.
 Jamestown-Over spring switch on westward track at west end of yard 30 MPH.
 Jamestown-Freight trains over 100 Tons/OB through crossover located at MP 93.1 5 MPH.
 Between MP 108.0 and MP 112.5 50 MPH.
 Bismarck and Mandan MP 192.0 and MP 200.0 35 MPH.
 Through No. 20 turnouts at following locations: 35 MPH.
 Dilworth . . . Bridge MP 0.0
 West Fargo Connecting track switch, MP 12.8.
 West Fargo Controlled crossover, MP 13.0.
 Between Casselton and Surrey Jct. Switch through turnouts located 1575 feet west of MP 28.0 and 335 feet west of MP 31.0
 Casselton-Through No. 20 turnout (R.R.V.W 2nd. Subdiv.) 30 MPH.
 Through No. 20 turnouts at following locations 35 MPH.
 Magnolia Through turnout end of double track.
 Koldok East and west siding switches.
 Peak East siding switch.
 Eckelson West siding switch.
 Bloom Through turnout end double track.
 Eldridge Through turnout end double track.
 Windsor East and west siding switches.
 Medina East and west siding switches.
 Ladoga East siding switch.
 Steele East and west siding switches.
 Driscoll East and west siding switches.
 Sterling East siding switch.
 Burleigh West siding switch.

Head end speed restrictions for west bound freight trains:

Up to 100 tons/OB Over 100 tons/OB

Signal 26.5 between Mapleton and Casselton 50 MPH.
 Signal 190.7 between Pierce and Bismarck 55 MPH.

Head end speed restrictions for eastbound freight trains:

Signal 17.6 between Mapleton and Fife 55 MPH.
 Eastward Home Signal on Eastward track at MP 28.1 between Surrey Jct. Switch and Casselton 55 MPH.

If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.

2. Bridge, Engine and Heavy Car Restrictions-

Valley City-Locomotives in Groups G, H and I must not use freight lead.

Berea-International Multifoods and Peavey tracks locomotives in Groups G, H and I must not be used in multiple.

Jamestown-Locomotives in Groups G, H and I must not use yard tracks 7 through 14 or the wye.

At Pillsbury Elevator, locomotives not permitted over the unloading pit.

Spiritwood-At Ladish Malt Plant, locomotives not permitted on scale or inside building at east end of trackage.

3. Train Register Exceptions-

Dilworth-NRPC trains not required to register.

4. Clearance Provisions and Exceptions Rule 82(A)-

Dilworth-All freight trains will copy their own track warrants and are responsible for securing their own track bulletins. The train crew must contact the train dispatcher for their track warrants.

NRPC trains will receive track warrants and track bulletins at Dilworth.

5. Rule 99- When flagging is required, distance will be 2.5 miles.

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

Westward Trains-between MP 21.0 and MP 22.0 between Mapleton and Casselton and between MP 101.0 and MP 102.0 between Eldridge and Windsor.

Eastward Trains-between MP 188.0 and MP 187.0 between Pierce and Burleigh and between MP 88.0 and MP 87.0 between Spiritwood and Eckelson.

7. Spring Switches-

Jamestown-At west end yard, westward main track switch to yard not equipped with facing point lock.

8. Automatic Interlocking not Indicated at Station-

Soo Crossing, 2 miles east of Bismarck.

9. Magnolia, Bloom and Eldridge-

When a train or engine is stopped by signal governing movement over these switches and no conflicting movement is evident, or when necessary to use these switches for switching purposes, dispatcher must be contacted to obtain permission. When permission is obtained, switches must be handled in accordance with Rule 315 and last paragraph of Rule 315(A).

Dual control switches at end of double track are automatically operated. Time applies at end of double track.

Magnolia, Eldridge-Normal position of switch is for eastward track.

Bloom-Normal position of switch is for westward track.

10. Sidings- Trains and engines must not exceed 10 MPH on the following sidings:

Fife, Peak, Berea, (North and South) Eckelson, Spiritwood, Windsor, Driscoll, Sterling, McKenzie and Burleigh.

Sterling-Trains over 100 Tons/OB must not use siding.

South siding Berea-Normal position of the east crossover switch is lined for crossover movement to the main track. Freight train over 100 tons/OB 5 MPH.

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

11. Rule 93- Yard limits in effect between yard limit signs east of Br. 0, east of Dilworth and MP 16.4 west of Fife; between MP 26.4 and 28.3 Casselton; between MP 68.5 and 71.5 Berea; between MP 87.0 and MP 90.25 Spiritwood; and between MP 97.8 west of Bloom and MP 97.2 east of Eldridge, between MP 52.9 Casselton Yard and begin C.T.C. Casselton on the R.R.V.W. 2nd Subdivision and between MP 192.0 and Mandan.

12. Signal Overlap- Between Peak and Sterling trains holding main track for meeting opposing trains must not pass signal overlap signs before arrival of opposing trains.

13. The connecting track between West Fargo and JY Jct is considered industrial trackage. Rule 105 applies. Maximum speed 25 MPH.

The coal connecting track between Jy. Jct. and Dakota Jct. is considered industrial trackage. Rule 105 applies maximum speed 10 MPH.

14. Dilworth, Fargo, Moorhead, West Fargo- Eastward trains and engines approaching West Fargo on First Subdivision must contact Dilworth yardmaster before passing West Fargo and be governed by route instructions. Eastward trains must not pass Eighth Street Fargo until it is known that the route will be clear at Moorhead Jct. for their movement and verbal permission is received from control operator at Dilworth.

Westward trains and engines leaving Dilworth must contact Dilworth yardmaster before departing and be governed by route instructions.

Trains and engines before entering First Subdivision between Dilworth and West Fargo must contact Dilworth yardmaster to obtain permission and route instructions.

Fargo-Eastward trains stopping west of 27th Street must observe that crossing gates are down before occupying crossing.

Moorhead Jct.-Interlocking signals governing movement over Ninth Subdivision and over crossover between Eastward and Westward Tracks and connecting track to Ninth Subdivision and associated power switches remotely controlled by control operator at Dilworth.

Fargo, Dilworth, Jamestown- Roll by inspection of freight trains must be made of trains departing Dilworth, Fargo and Jamestown at speeds not to exceed 8-10 MPH in the absence of inspection being provided by other employees, crew on departing train will arrange for their own inspection.

Jamestown-Required inspection may be made between Bloom and Eldridge at the discretion of the conductor and engineer.

15. Valley City Low Line- Interchange track with Soo Line is designated as trackage from switch at end of BN trackage northward to Soo Line switch north of high bridge. Placarded cars must be left in vicinity of high bridge away from the school and hospital as far as possible.

16. 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. When lit, indicates men are working on or about cars. DO NOT couple into or move cars on track 4 or track 5.

17. The following Track Side Warning Detectors protect bridges, tunnels or other structures-

MP 61.8 for Westward movement over Bridge 64.0

MP 68.5 for Eastward movement over Bridge 64.0

Other Track Side Warning Detectors located at-

MP 25.3 Both Tracks

MP 48.9

MP 73.4

MP 117.0

MP 144.0

MP 172.7

18. Track Warrant Control- In effect from MP 16.4 Fife and 192.0 Bismarck.

Eastward trains from end CTC Casselton to MP 16.4 Fife will not require TW authority when moving with the current of traffic on Eastward Main Track.

That part of TWC Rule 410 requiring crew member to report to the train dispatcher when clear of limits does not apply between MP 94.7 Bloom and 99.7 Eldridge and between MP 16.4 Fife and CTC Casselton and MP 38.8. Magnolia and CTC Casselton.

Rules 405 and 450- In effect.

19. Train Location Lineups- Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from Mandan
				Rule 6(A)		
	03444	38	200.3 0.0	MANDAN	BJKRTY	
6.403	03451		8.3	8.5 LYONS		8.5
7.151	03471		27.9	19.3 NEW SALEM		27.8
6.999	03481		38.7	10.7 DENGATE		38.5
6.465	03491		57.5	9.6 GLEN ULLIN		48.1
6.167	03496		63.6	5.5 EAGLE NEST		53.6
6.951	03504		70.1	7.1 HEBRON		60.7
8.600	03513		79.2	9.1 ANTELOPE		69.8
11.291	03524		90.5	11.3 TAYLOR		81.1
7.498	03538		104.9	14.4 LEHIGH		95.5
	03543	39	109.5	4.6 DICKINSON	BKRTY	100.1
6.096	03548		114.0	4.5 ELAND	TWC ABS	104.6
7.651	03553		119.5	5.5 SOUTH HEART		110.1
4.883	03563		129.8	10.3 BELFIELD		120.4
10.300	03569		135.5	5.7 FRYBURG		126.1
10.065	03574		141.0	5.3 SULLY SPRINGS		131.4
8.121	03588		155.0	13.7 RIDER		145.1
10.331	03599		167.2	12.3 SENTINEL BUTTE		157.4
11.564	03607		174.2	7.0 BEACH	T	164.4
7.506	03613		179.8	5.7 YATES		170.1
6.827	03621		188.4	8.5 BEAVER HILL		178.6
7.000	03628		195.5	6.8 HODGES		185.4
6.730	03634		200.5	4.9 IONA		190.3
8.998	03644		210.1	9.8 CURRY		200.1
	03649		215.8	5.4 GLEN DIVE	BIJKRTY	205.5

**BN Radio Channel No. 1 and No. 2 in service on this Subdivision.
Dispatcher Radio Call-in Code 12 or 13 in service this Subdivision.**

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted	
Up to 100	Over 100
Tons/OB	Tons/OB

MP 0.0 and MP 0.8	35 MPH.	35 MPH.
MP 0.8 and MP 10.2	50 MPH.	
MP 10.2 and MP 14.0	30 MPH.	30 MPH.
MP 14.0 and MP 21.4	40 MPH.	40 MPH.
MP 21.4 and MP 27.9		40 MPH.
MP 27.9 and MP 80.1		40 MPH.
MP 80.1 and MP 109.1	45 MPH.	
MP 109.1 and MP 111.2	25 MPH.	25 MPH.
MP 111.2 and MP 128.7	50 MPH.	
MP 128.7 and MP 130.9	40 MPH.	40 MPH.
MP 130.9 and MP 135.6	35 MPH.	35 MPH.
MP 135.6 and MP 140.4	30 MPH.	30 MPH.
MP 140.4 and MP 147.0	35 MPH.	35 MPH.
MP 147.0 and MP 166.5	40 MPH.	40 MPH.
MP 166.5 and MP 179.6	50 MPH.	
MP 179.6 and MP 188.8	40 MPH.	40 MPH.
MP 188.8 and MP 212.7	50 MPH.	
MP 212.7 and MP 213.0	35 MPH.	35 MPH.

Trains through No. 20 turnouts and on sidings at the following locations:
Taylor, South Heart, Fryburg, Sully
Springs, Sentinel Butte, Yates,

Hodges and Rider	35 MPH.	35 MPH.
All other sidings and turnouts	10 MPH.	10 MPH.
All elevator and industry tracks.....	5 MPH.	

2. Bridge, Engine and Heavy Car Restrictions-

At Beach- House track restricted to four axle locomotives.

At Wibaux- Elevator track restricted to four axle locomotives.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)- None.

5. Rule 99- When flagging is required, flagging distance is 2.0 miles.

6. Mandan- Main track not protected by a continuous automatic block signal system. Trains leaving Mandan must provide rear end protection per Rule 99 until rear of train has passed the second automatic block signal beyond ""beginning of ABS"" sign in direction of movement.

At Mandan- First paragraph of Rule 104(B) of the General Code of Operating Rules which covers normal position of Main Line Switch does not apply at east main Line switch located at MP 198.7.

This switch may be left lined for the main line or the yard; however, it must be locked.

Trains must approach this switch expecting it to be lined against the movement.

7. Sidings- Freight trains over 100 Tons/OB must not use the following siding: Eland.

Curry- Maximum speed - 10 MPH.

Glen Ullin- Close clearance - westward siding - MP 57.0 - North side of track.

8. **Glendive-** Eastward advance warning sign located at east switch is 2200 feet in advance of the reduce speed sign.

9. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures- None.

Other Track Side Warning Detector Locations-

MP 32.8	MP 124.8
MP 61.8	MP 154.3
MP 87.9	MP 178.9

10. **TWC-** In effect between MP 4.0 and MP 107.9 and between MP 112.1 and MP 213.5 between Mandan and Glendive. Rule 405 in effect.

11. Train Location Lineups- Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.

12. Rule 93- Yard limits in effect:

Between Mandan and MP 4.0.

Between MP 107.6 and MP 112.1.

Between MP 213.5 and Glendive.

W E S T W A R D ↓	Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Glen- dive
					Rule 6(A)		
		03649		0.0	GLENDIVE	BIJKRTY	0.0
	6,362	03656		7.2	COLGATE		7.2
	7,117	03668		19.4	MARSH		19.5
	6,272	03678		29.6	FALLON		29.6
	7,583	03688		39.2	TERRY	J	39.2
	6,992	03698		49.3	BLATCHFORD	TWC	49.4
	6,382	03708		59.9	SHIRLEY	ABS	59.7
	6,309	03718		69.8	TUSLER		69.8
	5,588	03727		78.6	MILES CITY		78.6
	6,284	03733		84.1	ULMER		84.1
	6,306	03738		90.4	HORTON		90.3
	6,997	03747		98.7	HATHAWAY		98.7
	6,800	03760	40	111.3	ROSEBUD		111.3
		03772		123.8	FORSYTH	BKRTY	123.7
		03778		129.7	NICHOLS WYE	JRT	129.3
	6,272	03779		130.2	NICHOLS	CTC	129.6
	11,860	03787		138.5	FINCH		138.4
		03795		146.6	SARPY JCT.	J	146.5
	6,612	03800		151.2	HYSHAM		151.1
	6,127	03815		166.6	BIG HORN		166.5
	7,385	03821		172.3	CUSTER		172.2
	6,375	03829		180.8	WACO	TWC	180.7
	6,195	03838		189.0	BULL MOUNTAIN	ABS	188.9
	10,300	03843		194.2	POMPEY'S PILLAR		194.0
	6,235	03853		204.5	WORDEN		204.3
		03858		209.8	JONES JCT.	J	209.6

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.

Glendive and Huntley-Dispatcher Call-in Code 23 or 24.

Huntley and Laurel-Dispatcher Call-in Code 43 or 44.

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
MP 8.0 and MP 12.9	45 MPH.	
MP 44.6 and MP 45.4	50 MPH.	
MP 64.6 and MP 66.0	45 MPH.	
MP 77.7 and MP 79.0 (head end restriction)	20 MPH.	20 MPH.
MP 85.0 and MP 95.0	50 MPH.	
MP 102.4 and MP 105.0	40 MPH.	40 MPH.
MP 105.0 and MP 123.0	50 MPH.	
MP 123.0 and MP 125.7	25 MPH.	25 MPH.
East Nichols Wye through turnout	25 MPH.	
MP 157.2 and MP 157.9	45 MPH.	
MP 157.9 and MP 158.8	35 MPH.	35 MPH.
MP 158.8 and MP 162.9	45 MPH.	
Head end restriction for westbound freight trains:		
Signal 211.7 between Jones Jct. and Huntley	55 MPH.	

Against the current of traffic on double
track 40 MPH. 40 MPH.
Head end restriction for eastbound
freight trains:
Trains through No. 20 turnouts and on sidings
at following locations:
Finch, Custer 35 MPH. 35 MPH.
Sarpy Jct., Jones Jct. 35 MPH. 25 MPH.
All other sidings and turnouts 10 MPH. 10 MPH.
All elevator and industry tracks 5 MPH.

2. Bridge, Engine and Heavy Car Restrictions- None.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-

Rule 82(A) does not apply. Trains must not leave their initial station without a Track Warrant showing track bulletins in effect unless authorized by train dispatcher.

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 Denver Division 6th Subdivision, depending on destination.

Trains departing Laurel destined 3rd Subdivision east of Jones Jct., in addition to obtaining track bulletins in effect between Laurel and Jones Jct., will obtain track bulletins in effect between Jones Jct. and Laurel, or between Jones Jct. and Forsyth.

5. Rule 99- When flagging is required, flagging distance is 2.0 miles.

6. Special Track Circuit-

Miles City- a special track circuit is installed on the main track over the Main Street underpass and extends one car length either side of underpass. Cuts of four cars or less must not be left on this track circuit.

7. Sidings- Freight trains over 100 Tons/OB must not use following sidings: Miles City and Big Horn.

8. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures- None.

Other Track Side Warning Detector Locations-

MP 34.1	MP 140.9
MP 57.3	MP 177.9
MP 95.9	MP 200.2

9. TWC- In effect between MP 3.0 and MP 122.0 and between CTC Hysham and CTC Jones Jct. Rule 405 in effect.

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

When CTC signal at East Hysham indicates proceed into siding it will be considered authority to occupy the siding in TWC territory Hysham.

10. Train Location Lineups- Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.

11. Rule 93- Yard limits in effect:

Between Glendive and MP 3.0
Between MP 121.0 to Begin CTC at MP 123.16.

WESTWARD			Line Seg or MP of Siding Switch	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Surrey Jct. Switch
	Length of Siding In Feet	Station Nos.			Rule 6(A)		
				3.3	SURREY JCT. SWITCH	J	0.0
		24		7.6	ABSARAKA		7.6
9.673	00709			10.5	13.5		
				24.3	NOLAN	J	21.1
10.231	00724			40.7			
6.935	00736			52.8	PILLSBURY		33.2
					7.4	LUVERNE	
9.206	00744			60.2	HANNAFORD	J	53.3
					12.7		
9.639	00757			73.0	SUTTON		66.7
					13.4	JUANITA	
9.717	00770			86.4	BRANTFORD		93.1
					13.6	NEW ROCKFORD	JT
9.693	00784	34		99.9	BREMEN	CTC	117.2
					12.5	HEIMDAL	
9.575	00796			112.7	SELZ		142.1
					12.4	AYLMER	
10.498	00808			124.3	GUTHRIE		167.2
					15.3	KARLSRUHE	
9.257	00820			136.8	SIMCOE		192.3
					14.1	SURREY	J
9.154	00833			149.5	GAVIN YARD	BJKT	208.7
					2.3	J. D. SWITCH	X(2)
9.189	00845			161.7	MINOT	KRXY	213.7
					177.0	SOO TOWER	IJR(2)Y
9.796	00861			177.0	W. L. SWITCH	A	218.0
					9.8	GASSMAN SWITCH	A
9.374	00870			186.8	DES LACS		227.2
					12.8	BERTHOLD	J
9.331	00883			199.6	BLAISDELL		252.5
					12.3	STANLEY	JT
9.675	00896			211.9	ROSS	CTC	274.6
					14.1	WHITE EARTH	
	05495			226.0	TIOGA		294.5
					2.3	TEMPLE	
	00911	33		197.9	WHEELLOCK		311.6
					1.1	EPPING	TWC
	00913			199.7	WILLISTON	BKRTY	333.7
					3.9		CTC
	00917			203.2			
					0.0		
				0.5			
					4.2		
			DT	4.8			
					0.7		
				5.2			
				DT	8.5		
	00930			13.8			
					8.8		
10.333	00939	35		22.8			
					16.5		
9.643	00956			39.4			
					14.8		
13.701	00970			54.3			
					7.3		
8.368	00978			61.5			
					12.0		
6.987	00990			73.5			
					7.9		
	00998			81.8			
					5.5		
13.309	01003			87.4			
					11.6		
9.111	01015			99.0			
					5.0		
	01020			104.2			
				DT	17.1		
	01036			121.1			

BN Radio Channel No. 1 in service on this Subdivision.
 Train Dispatcher Calls-Nolan-23, Surrey Jct. SW-53, Hannaford-06, New
 Rockford-20, Heimdahl-17, Alymer-26, Simcoe-15, Berthold-01, Stanley-12,
 Tioga-03, Epping-04, Williston-06
 See inside of back cover for routes, times and stops for NRPC trains.

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted Passenger	Freight
MP 63.4 and MP 64.3 Luverne bridge		50 MPH.
Head end restriction MP 124.0 and MP 124.7		50 MPH.
Between absolute signals of Soo Line interlocking between MP 182.1 and MP 182.2		50 MPH.
Between Simcoe and Minot MP 225.5 and MP 200.9	60 MPH.	50 MPH.
Between J. D. Switch and Minot MP 200.9 and MP 202.2	60 MPH.	30 MPH.
Between J. D. Switch and W. L. Switch MP 202.2 and MP 1.2	30 MPH.	30 MPH.
Surrey-through No. 20 turnouts	35 MPH.	35 MPH.
Eastward freight main between Gavin yard and Soo Tower		30 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.
MP 1.2 to MP 4.7	60 MPH.	50 MPH.
MP 4.7 and MP 5.2 Minot and Gass- man Switch	35 MPH.	35 MPH.
MP 5.2 and MP 11.2 Westward	60 MPH.	50 MPH.
MP 5.2 and MP 14.0 Eastward	60 MPH.	50 MPH.
MP 69.3 and MP 72.4 Ross and White Earth	70 MPH.	
MP 72.4 and MP 81.8 White Earth and Tioga	65 MPH.	
MP 81.8 and MP 81.9 Tioga	50 MPH.	50 MPH.
MP 81.9 and MP 90.1 Tioga and Tem- ple	70 MPH.	
MP 94.1 over Bridge 211.5 between Temple and Wheelock	45 MPH.	45 MPH.
Epping-Through equilateral turnout at end of double track and MP 104.0	50 MPH.	50 MPH.
MP 111.0 to MP 121.0 Eastward and Westward	55 MPH.	50 MPH.
Tioga-Locomotives and cars on north L.P.G. track		5 MPH.
Head end speed restrictions for westbound freight trains as follows:	Up to 100 tons/OB	Over 100 tons/OB
Signal 2485.5 on main track at Minot		25 MPH.
Head end speed restriction for eastbound freight trains as follows:		
Signal 1485.4 on eastward freight main at Minot		25 MPH.
If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.		
Trains or engines leaving siding on clear signal and through No. 20 turnouts at following locations	35 MPH.	35 MPH.
Nolan-West siding switch and Fourth Subdivision junction switch.		
Luverne	east and west siding switches	25 MPH.
Hannaford	east and west siding switches	25 MPH.
Sutton	east and west siding switches	25 MPH.
Juanita	east and west siding switches	35 MPH.
New Rockford	west switch north siding	35 MPH.
Heimdahl	east and west siding switches	25 MPH.
Selz	east and west siding switches	35 MPH.
Aylmer	east and west siding switches	35 MPH.
Guthrie	east and west siding switches	25 MPH.

Karlsruhe.....	east and west siding switches	35 MPH.	35 MPH.
Simcoe	east and west siding switches	35 MPH.	35 MPH.
W.L. Switch	End of double track east end Gassman Bridge.	35 MPH.	35 MPH.
Gassman Switch.....	End of double track west end Gassman Bridge.	35 MPH.	35 MPH.
Des Lacs.....	End of double track	35 MPH.	35 MPH.
Berthold.....	east and west siding switches	35 MPH.	35 MPH.
Blaisdell.....	east and west siding switches	35 MPH.	35 MPH.
Stanley	east and west siding switches	35 MPH.	35 MPH.
	siding north and south of main track	35 MPH.	35 MPH.
Ross	east and west siding switches	35 MPH.	35 MPH.
White Earth.....	east and west siding switches	35 MPH.	35 MPH.
Temple	east and west siding switches	35 MPH.	35 MPH.
Wheelock	east siding switch	35 MPH.	35 MPH.
Item 1A, All Subdivisions, between Gavin Yard and Soo Tower on the eastward freight main.			

- 2. Bridge, Engine and Heavy Car Restriction-** Locomotives in Groups G, H and I not permitted on oil spur New Rockford.

3. Train Register Exceptions-

Williston-Register for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 82(A)-

Surrey Jct. Switch, Nolan, New Rockford, Surrey, Minot, Berthold and Stanley- Rule 82(A) does not apply.

Between Minot and Des Lacs and between Epping and Williston- Running authority is not required for extra trains moving with the current of traffic.

Minot- All westward trains will obtain Dakota Division and Montana Division track warrants and track bulletins, if any, at Minot Crew Office. All eastward trains must obtain track warrants and track bulletins, if any, at Minot Crew Office.

Dakota 6th, 13th, 14th, 15th and 16th Subdivision trains, conductor or engineer will copy own track warrant and secure track bulletins at Minot Crew Office.

Williston-Eastward originating trains must obtain own track warrants and track bulletins.

- 5. Rule 99-** When flagging is required, distance will be 2.5 miles.

- 6. Speed Test Boards-** Engineers shall test speed of their trains passing following points as compared with speed table:

Eastward trains, between MP 117.0 and MP 116.0, approximately 7 miles east of New Rockford.

Westward trains, between MP 146.0 and MP 147.0, approximately 4 miles west of Hamberg.

Eastward trains, between MP 221.0 and MP 220.0, approximately 4 miles east of Surrey.

Westward trains, between MP 18.0 and MP 19.0 west of Lone Tree.

Eastward trains, between MP 91.5 and MP 92.5, east of Ray.

7. Automatic Interlockings not Indicated at Station-

Soo Line crossing 5.1 miles west of Aylmer.

8. Automatic Interlockings-

W.L. Switch-Gassman Switch, end of double track and single track over bridge, Gassman Bridge.

The Interlocking Signal Limits, of this interlocking include all trackage between westward absolute signal at "W.L. Switch" and eastward absolute signal at "Gassman Switch".

Both the switch at "W.L. Switch" and the switch at "Gassman Switch" are electrically controlled and operated automatically.

When a train is stopped by the stop indication and no immediate conflicting train movement is evident, member of crew shall com-

municate with the train dispatcher for instructions for handling dual controlled switches. Switches must be handled per Rule 315 and last paragraph Rule 315(A).

- 9. Minot-** All trains and engines using the main track between end of double track Soo Tower and beginning of CTC Minot must contact the Gavin yard yardmaster by radio for information relative to overdue NRPC trains.

- 10. Trackage** between east and west Wye switches and Tatman is considered industrial trackage, Rule 105 applies.

- 11. Williston-** Eastward trains originating will in the absence of inspection being provided by other employees, arrange for roll by inspection of both sides of their train at a speed not exceeding 10 MPH.

- 12. The following Track Side Warning Detectors protect bridges, tunnels or other structures-**

MP 55.9 for Westward movement over bridge 63.9

MP 68.6 for Eastward movement over bridge 63.9

MP 202.0 for Westward movement over bridge 206.2

MP 209.3 for Eastward movement over bridge 206.2

MP 2.1 for Westward movement over bridge 122.8

MP 8.0 for Eastward movement over bridge 122.8

Other Track Side Warning Detectors Locations-

Between Surrey Jct. Switch and Surrey-

MP 20.1 MP 142.4

MP 55.9 MP 168.7

MP 83.7 MP 202.0

MP 110.5

and between Minot and Epping-

MP 20.1 MP 67.5

MP 46.5 MP 92.1

- 13. Rules 405 and 450-** In effect on this subdivision.

- 14. Rule 93-** yard limits in effect:

Between MP 2.7 and MP 202.6, between W L switch and J D switch, and between MP 120.7 and MP 118.3 between Williston and Epping.

- 15. Locomotive cooling water** available at Minot, New Rockford, Nolan, Selz, Stanley and Tioga.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	5th Subdiv MAIN LINE STATIONS Rule 6(A)		Distance from Fargo Yard Office
	00679		23.5	FARGO YARD OFFICE	JTY	0.0
			25.9	DAKOTA JCT.	JY	2.4
6,455	10053		31.9	HARWOOD		7.0
5,543	10066		44.4	GARDNER		19.4
6,462	10072		50.6	GRANDIN		25.7
7,367	10084	220	62.3	HILLSBORO		37.6
			65.9	TAFT		41.2
			70.1	CUMMINGS		45.4
6,460	10098		76.1	BUXTON		51.4
3,971	10103		81.1	REYNOLDS		56.3
5,618	10110		88.2	THOMPSON		63.5
			97.7	F.O. SWITCH	IJTY	74.1
			98.0	WEST GRAND FORKS	Y	74.4
			98.2	D.L. SWITCH	IJTY	74.6

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls- Grand Forks-21

See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted Passenger Freight

Fargo Yard Office and Dakota Jct.....	50 MPH.	30 MPH.
Dakota Jct. and F.O. Switch.....	70 MPH.	50 MPH.
Grandin-Over bridge 51.1.....	60 MPH.	40 MPH.
F.O. Switch and D.L. Switch.....	10 MPH.	10 MPH.
Freight trains over 100 tons/OB.....		40 MPH.
Hillsboro-On old Beet track.....		5 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions-

3. Clearance Provisions and Exceptions Rule 82(A)- None.

4. Rule 99- When flagging is required, distance will be 2.5 miles.

5. Sidings- Freight trains over 100 Tons/OB must not use any sidings except Hillsboro and Thompson.

All trains do not exceed 10 MPH on all sidings-except Hillsboro.

Hillsboro siding located between MP 60.0 and MP 61.7.

6. Track Side Warning Detectors Protecting Bridges, Tunnels or other Structures- None.

Other Track Side Warning Detector Locations-

MP 34.0 Between Harwood & Argusville
MP 52.7 Between Grandin and Hillsboro
MP 79.0 Between Buxton and Reynolds
MP 92.5 Between Thompson and F.O. Switch

7. Rule 93- Yard limits in effect:

Between MP 97.5 and Grand Forks.

Between MP 27.9 and Dakota Jct.

8. Rule 104(B)(5)- Does not apply unless directed by train dispatcher.

9. Track Warrant Control- All movements must be authorized by track warrant. Rule 405 in effect.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	6th Subdiv MAIN LINE STATIONS Rule 6(A)		Distance from D. L. Switch
			98.2	D.L. SWITCH	IJTY	0.0
			11.9	EMERADO		11.9
7,581	05310		12.3	ARVILLA		18.0
	05316		18.3	LARIMORE	J	24.0
9,288	05323		24.3	HANNAH JCT.		26.3
	05325		26.7	NIAGARA		37.9
	05336		38.3	PETERSBURG		44.2
	05343		44.5	MICHIGAN		50.0
8,883	05348		50.3	LAKOTA	JT	60.4
8,908	05359		60.7	DOYON		69.3
	05368		69.6	CRARY		74.1
	05373	33	74.5	DEVILS LAKE	BJRTY	84.9
	05383		85.3	PENN		97.9
	05396		98.2	CHURCHES FERRY	JT	103.9
6,511	05402		104.2	LEEDS		115.3
8,214	05414		115.7	YORK	JT	121.6
4,540	05420		121.9	KNOX		127.6
	05426		127.8	PLEASANT LAKE		133.1
	05432		133.4	RUGBY	JT	142.1
6,286	05441		142.4	TUNBRIDGE		147.4
3,586	05446		147.6	TOWNER	JT	161.1
8,882	05460		161.3	DENBIGH		169.9
3,661	05468		170.0	GRANVILLE	JT	182.0
3,574	05481		182.0	NORWICH		188.9
3,621	05487		188.9	SURREY	JX	196.1
	05495		196.3		CTC	

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Larimore-31, Lakota-18, Devils Lake-19,
Grand Forks-21, Arthur-61, Roseville-46

See inside of back cover for routes, times and station stops for NRPC trains.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted Passenger Freight

D.L. Switch to Surrey	79 MPH.	50 MPH.
Emerado Air Base Spur		10 MPH.
Trains handling missiles		5 MPH.
MP 18.8 and MP 19.1	70 MPH.	
MP 22.0 and MP 22.3	75 MPH.	
MP 23.7 and MP 27.1	65 MPH.	
MP 27.1 and MP 69.0	70 MPH.	
MP 69.0 and MP 76.0	65 MPH.	
MP 76.0 and MP 84.4	70 MPH.	
MP 84.4 and MP 85.8	30 MPH.	30 MPH.
MP 85.8 and MP 87.2	60 MPH.	40 MPH.
MP 105.2 and MP 105.5	70 MPH.	
MP 114.0 and MP 147.0	50 MPH.	40 MPH.
MP 147.0 and MP 163.4	60 MPH.	40 MPH.
MP 163.4 and MP 167.0	50 MPH.	40 MPH.
MP 167.0 and MP 196.0	60 MPH.	40 MPH.
All sidings.....		10 MPH.
Surrey through No. 20 turnouts	35 MPH.	35 MPH.
Freight trains over 100 tons/OB		40 MPH.

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000H (or subsequent issues) or B. E. Pamphlet 20.

DEFINITIONS

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side of this page.

"TRAIN" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

DOCUMENTATION

§ 174.24 **Shipping Papers.** (a) Except as provided in paragraph (b) of this section, no person may accept for transportation by rail any hazardous material which is subject to this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of the regulations and as outlined in 174.25 (b) and (c). (b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 **Additional Information on waybills, switching orders and other billing.**

- (a) Each waybill, switching ticket, switching order or other billing used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.
- (b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
 - (1) The shipping description consisting of—
 - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
 - (ii) The hazard class specified for the material in the same table;
 - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
 - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
 - (2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.
 - (3) The placard notation.
 - (4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.
- (c) The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last contained * * *", followed by the basic description of the hazardous material last contained in the tank car and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Petroleum Naptha, Combustible liquid, UN 1255, Placarded: COMBUSTIBLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.

§ 174.26 **Notice to train crews of placarded cars.**

- (a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

- (b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing hazardous materials:

EXP — Explosive	POG — Poison Gas
RM — Radioactive	DAN — Dangerous

These codes correspond to the Placard Endorsement found near the upper left-hand corner of the waybill.

NPR — indicates a hazardous material which does not require placards or endorsement.

- (c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§ 172.202 and 172.203 of this subchapter.

§ 172.205 **Hazardous waste manifest.**

- (a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required of that person by this section.
- (e) A copy of the manifest bearing all required dates and signatures must be:
 - (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
 - (3) Given to a person representing the designated facility receiving the waste,
- (f) The requirements of paragraphs (d) and (e) of this section do not apply to a rail carrier when waste is delivered to a designated facility by railroad it:
 - (2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility.

PLACARDING

§ 174.59 **Marking and placarding of rail cars.** No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit, must be replaced by those required by Part 172 of this subchapter or by those authorized under 171.12 (a).

Placards shall be displayed on each side and each end of:

- (1) Each rail car, trailer or container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material labeled **RADIOACTIVE YELLOW III**.
- (2) Each rail car, trailer or container containing 1000 lbs. or more of all other hazardous materials, and each tank car or tank container containing any amount of hazardous material.

SWITCHING AND TRAIN PLACEMENT
















Regulations for handling placarded cars in switching and placement in train are described in items 174.83 thru 174.93. These requirements are outlined by the chart on the reverse side of this form.





§ 174.8

INSPECTION

- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).
- (c) For inspection requirements applicable to rail cars containing Class A explosives, see §§ 174.10 and 174.104.

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

EXPLOSIVES 1	POISON GAS 2	ANY PLACARD	LOADED DOT 113 TANK CARS	              
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NON-FLAMMABLE GAS (toxic)	FLAMMABLE GAS (toxic)	FLAMMABLE (toxic)	COMBUSTIBLE (toxic)
			
1005	1075	1090	1993
PLACARDS ARE IDENTIFIED BY: BACKGROUND COLOR SYMBOL U.N. HAZARD CLASS NUMBER			

U.N. HAZARD CLASS NUMBERS	
1. EXPLOSIVES	6. POISONOUS AND INFECTIOUS
2. GASES	7. RADIOACTIVE
3. FLAMMABLE LIQUIDS	8. CORROSIVE
4. FLAMMABLE SOLIDS	9. MISCELLANEOUS
5. OXIDIZING MATERIALS	(other regulated material)

4-DIGIT ID. NUMBER

The identification numbers may be displayed on orange panels along with a standard placard or on an alternate placard with the identification number in the center of the placard.

The numbers are for emergency response and have no application for railroad operation.

Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	LOADED PLACARDED CARS	TOFC/COFC	Box, Flat, Hopper Cars	Cars placarded:	Empty placarded tank cars:	Cars placarded:
				POSITION IN TRAIN RESTRICTIONS					
				Must not be nearer than the sixth car from the engine cab or passenger car.					
				When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.					
				Engine, occupied caboose or passenger car					
				Car occupied by guard or escort					
				Loaded plain flat car					
				Backhead flat car or open top car with shiftable load					
				Loaded TOFC/COFC flat car					
				Car loaded with vehicles					
				Car with internal combustion engine in operation					
				Car with any heating apparatus or any lighted stove, heater or lantern					
				Car placarded EXPLOSIVES A					
				Car placarded POISON GAS					
				Car placarded RADIOACTIVE					
				Any loaded placarded car (other than COMBUSTIBLE) in same placard					
				MUST NOT BE NEXT TO:					
				Engine, occupied caboose or passenger car					
				Car occupied by guard or escort					
				Loaded plain flat car					
				Backhead flat car or open top car with shiftable load					
				Loaded TOFC/COFC flat car					
				Car loaded with vehicles					
				Car with internal combustion engine in operation					
				Car with any heating apparatus or any lighted stove, heater or lantern					
				Car placarded EXPLOSIVES A					
				Car placarded POISON GAS					
				Car placarded RADIOACTIVE					
				Any loaded placarded car (other than COMBUSTIBLE) in same placard					
				SWITCHING RESTRICTIONS					
				Must not be out off in motion, be inspected by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling					
				Must be restricted from engine by at least one non-placarded car					
				Where use of handbrakes is necessary, must not be out off in motion until preceding car is clear of lead plus, restricted car must be clear of lead before another car is allowed to follow					
				MISSING PLACARDS MUST BE REPLACED. LOCATIONS WHERE CARS ARE INSPECTED SHALL HAVE A SUPPLY FOR THIS PURPOSE. IDENTIFICATION NUMBERS SHALL BE ADDED TO ALTERNATE PLACARDS WITH A BLACK MARKING PEN. CORRECT NUMBERS SHALL BE OBTAINED FROM EXISTING PLACARDS ON CAR OR SHIPPING PAPER.					

NOTES	
Cars with same placards may be placed next to each other.	
(1)	A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.
(2)	Restriction applies only when any of the leading protrudes beyond the car ends or when any of the leading extending above the car ends is liable to shift as to protrude beyond the car ends.
(3)	Cars placarded EXPLOSIVES A may be placed next to each other.
(4)	Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.
(5)	Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car end of a type generally accepted for handling in interchange between railroads.
(6)	Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.
(7)	Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NON-FLAMMABLE GAS, CHLORINE (displayed in line box, above and Canadian POISON GAS 2.3 (displayed on reverse side). In humping operation, these cars may be allowed to roll free provided: a) the intended track contains one or more standing cars b) the preceding car is clear of all switches before the placarded car is out off c) the placarded car is out off singly d) the placarded car is clear of all switches before the following car is out off e) the next car into the track containing the placarded car is out off singly.

§ 174.9 Inspection of tank cars.

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

§ 174.10 Inspection of cars at interchange.

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety – generally upwind and to higher ground – and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
 - portion of train involved;
 - initial and number of cars involved;
 - name, hazard class, UN/NA number of commodities involved in accident;
 - any hazardous materials in proximity of accident;
 - precautions to take, to protect yourself and others.

YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fusees. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

Head end speed restrictions
for westbound freight trains as
follows:

Signal 88.5 between Devils Lake
and Penn.....

Up to 100
tons/OB

Over 100
tons/OB

45 MPH. 35 MPH.

If the designated signal displays a green aspect, the freight train may
resume normal speed after head end passes signal.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions-

Devils Lake-Locomotives in Groups G, H and I not permitted on
industry tracks and wye track, except for Harvest State elevator
industrial trackage located MP 87.7.

Leeds-Locomotives in Groups G, H, and I not permitted on trackage
south of main track.

York-Locomotives in Group I not permitted on wye.

3. Train Register Exceptions- NRPC trains not required to register at Devils Lake.

4. Clearance Provisions and Exceptions Rule 82(A)-

None except:

Devils Lake-Westward NRPC trains, Engineer or Conductor will copy
own track warrant by radio.

Freight trains, engineer or conductor will copy track warrant and
secure track bulletins.

5. Rule 99- When flagging is required, distance will be 2.5 miles.

6. Sidings- Freight trains over 100 Tons/OB must not use any sidings except Lakota, Churches Ferry, Leeds, Rugby and Towner.

7. Track Side Warning Detectors Protecting Bridges, Tunnels or other Structures- None.

Other Track Side Warning Detector Locations-

MP 2.2 Between D.L. & Powell
MP 39.6 Between Niagara & Petersburg
MP 43.7 Between Niagara & Petersburg
MP 84.7 Between Cray & Devils Lake
MP 92.5 Between Devils Lake & Penn

8. Rule 104(B)(5)- Does not apply unless directed by train dispatcher.

9. Track Warrant Control- in effect on this Subdivision. Rules 405 and 450 in effect.

10. Train Location Lineups- Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

11. Speed Test Boards- Engineers shall test speed of their train passing the following points as compared with speed table:

Westward trains, between MP 94.0 and MP 95.0, approximately 8
miles west of Devils Lake.

Eastward trains, between MP 185.0 and MP 184.0, approximately 5
miles east of Norwich.

12. Automatic Interlockings not Indicated at Station-

Soo Line Crossing.....4.7 miles west of Devils Lake

13. Trackage between York and Wolford is considered industrial trac- kage. Rule 105 applies-Maximum speed 25 MPH.

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

Devils Lake and Minot-Rollby inspection of freight trains must be
made of trains departing Devils Lake and Minot, at speeds not to
exceed 8-10 MPH. In the absence of inspection being provided by
other employees, crew on departing train will arrange for their own
inspection.

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

16. Rule 93- Yard limits in effect:

Between MP 88.5 and MP 84.3 Devils Lake.
Between MP 0.7 and Grand Forks.

W E S T W A R D	Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	7th Subdiv MAIN LINE STATIONS Rule 6(A)		Distance from Cass Lake	E A S T W A R D
		05163		105.2	CASS LAKE	BKRTY	0.0	
	3.660	05172		95.6	9.6 ROSBY		9.6	
		05178		90.3	5.7 BEMIDJI	J	15.3	
	8.129	05184		84.1	6.1 WILTON		21.4	
		05196		72.0	12.3 SHEVLIN		33.7	
		05203		65.1	6.7 BAGLEY		40.4	
	8.239	05211	31	57.7	7.3 EBRO		47.7	
	3.688	05224		44.7	13.0 FOSSTON		60.7	
	9.033	05231		37.2	7.6 MCINTOSH		68.3	
	3.823	05237		31.2	6.1 ERSKINE	AJ	74.4	
		05244		24.5	6.7 MENTOR		81.1	
		05251		17.7	6.9 TILDEN JCT.		88.0	
	9.038	05255		12.9	4.5 BENOIT		92.5	
		05265		2.9	10.2 REDLAND JCT.	J	102.7	
				0.5	2.9 CROOKSTON JCT.	J TWC	105.6	
				0.0	1.3			
		05270		82.3	CROOKSTON	BKRT	106.9	
		05271		83.4	1.1 FISHER LINE JCT.	J	108.0	
				83.9	0.5 NORTH CROOKSTON JCT.	J	108.5	
	7.710	05280	32	93.1	9.2 FISHER		117.7	
				106.8	13.7 EAST GRAND FORKS	Y	131.4	
		05295		109.9	3.1 GRAND FORKS BIJKRTY		134.5	
			220	110.2	.3 G. F. SWITCH	IJTY ABS	134.8	
				0.3	1.0 D. L. SWITCH	IJTY	135.8	

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Soo Jct.-93, Bagley-82, Fosston-81,
Tilden Jct.-75, Grand Forks-91, Bemidji-72

1. Speed Restrictions- Zone-Between

Maximim Speeds Permitted

Cass Lake and Grand Forks..... 49 MPH.
Cass Lake-On all tracks head end of train over footwalk
crossing located west of main line switch to roundhouse..... 10 MPH.
MP 92 and MP 93 at Fisher..... 40 MPH.
Head end restriction, Bemidji
Between MP 89.5 and MP 91.6 35 MPH.
MP 106 and D.L. Switch..... 10 MPH.
Fisher Line Jct.
Entering or leaving Tenth Subdivision 5 MPH.
Northwood Spur - MP 82.3..... 5 MPH.

2. Bridge, Engine and Heavy Car Restrictions- Engines in Groups E, G, H and I not permitted on Midland Track (Crookston Valley Coop.)

3. Train Register Exceptions-

Crookston-Bemidji-Register for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 82(A)-

None except: F.O. switch and D.L. switch Rule 82(A) does not apply.

5. **Rule 99-** When flagging is required, distance will be 1.5 miles.

6. **Sidings-** Loaded coal trains not permitted.

Following sidings restricted to 10 MPH- Rosby, Fosston, McIntosh, Erskine and Fisher.

7. **Cass Lake-** Whistle signal must be sounded as prescribed by Rule 15(l) by all trains over footwalk east of roundhouse switch. Crossing must be cut immediately. When this crossing is blocked by coupling train, trainmen must remain at the crossing to prevent pedestrians from crossing through the cars.

8. **Grand Forks-** Automatic block signal 109.2 governing eastward train and engine movements is located on left hand side of main track about 54 feet east of University spur switch.

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

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

All trains and engines must not occupy the main track without permission of the yardmaster, except in block signal territory. All trains and engines will use westward and eastward running tracks in assigned direction unless permission is received from the yardmaster.

9. Track between Tilden Jct. and Red Lake Falls is considered industrial track. Rule 105 applies. Maximum speed 10 MPH. Derailed placed at MP 59.0.

10. **Rule 93-** Yard limits are in effect:
Between MP 103.0 and Grand Forks.
Between MP 102.0 and Cass Lake.

11. **Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.

WE ST WARD ↓	Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	8th Subdiv MAIN LINE STATIONS		Distance from Mo- bridge
					Rule 6(A)		
	13.061	08405		805.0	MOBRIDGE	BKRT	0.0
	7.570	08417		817.0	WAKPALA		12.0
	9.685	08435		835.4	McLAUGHLIN		30.4
	7.748	08464		863.6	McINTOSH		58.6
	6.281	08473		873.3	WATAUGA	CTC	68.3
	7.680	08482		892.1	MORRISTOWN		77.1
	6.520	08495		894.6	THUNDERHAWK		89.6
	4.697	08504		903.8	LEMMON	T	98.8
	8.344	08510		909.7	PETREL		104.7
	10.274	08527	HG	927.5	HETTINGER	BRY	122.5
	8.078	08536		936.1	BUCYRUS		131.1
		08549	2005	949.2	KNIFE RIVER	R	144.2
	4.611	08551		951.1	GASCOYNE		146.1
	7.850	08560		959.6	BUFFALO SPRINGS		154.6
	4.732	08567		967.4	BOWMAN		162.4
	6.662	08581		980.6	RHAME		175.6
		08595		995.1	MARMARTH	T	190.1
	11.424	08615		1015.6	BAKER		210.6
	4.616	08628		1028.1	PLEVNA		223.1
	6.534	08644		1043.9	ISMAY		238.9
	8.946	08659		1058.9	MILDRED		
	6.542	08673		1073.3	BLUFFPORT		268.3
		03688	TY	1078.9	TERRY	JR	273.9

BN Radio Channel No. 1 in service on this Subdivision.

Dispatcher Radio Call-in Codes 25, 26, 83 and 84.

1. **Speed Restrictions-**
Zone-Between

Maximum Speeds Permitted

Mobridge and Terry 40 MPH.
Hettinger MP 927.5 and MP 928.0 20 MPH.

2. **Bridge, Engine and Heavy Car Restrictions-** None, except:
Bowman-Elevator and Industry Tracks restricted to one locomotive.

3. **Train Register Exceptions-**

Mobridge and Terry-Trains originating or terminating will register.

4. **Clearance Provisions and Exceptions Rule 82(A)-**

Mobridge-Rule 82(A) does not apply to through trains.

Eastward trains must not leave Hettinger and Westward trains must not leave Aberdeen without Track Warrant showing track bulletins in effect unless authorized by train dispatcher.

5. **Rule 99-** When flagging is required, flagging distance is 2.0 miles.

6. **Sidings-**Maximum Speed all Sidings 10 MPH.

The following sidings are authorized for trains over 100 ton O/B:
Wakpala, Morristown, Hettinger, Baker and Bluffport.

Originating grain trains at McLaughlin, Thunderhawk, Lemmon, and Scranton are authorized to use siding.

- 7. Bucyrus, Gascoyne, Buffalo Springs and Bowman-**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.
- 8. Eastward trains** required to wait at Knife River for westward trains will remain west of west signal Gascoyne until opposing train is clear of main track Knife River.
- 9. Rule 350(B)-**
Following switches are not equipped with electric locks:
Mahto
Walker
McIntosh-short siding north side.
Lemon-short siding north side.
Haynes
- 10. TWC-** In effect between Hettinger MP 930.0 and Terry. Rule 405 in effect.
Between Hettinger and Mobridge- The "OK" time for all track warrants will be Central time.
- 11. Terry-** Trains arriving Terry from the Eighth Subdivision will not occupy the siding at Terry until they receive permission from the train dispatcher or receive their Track Warrant.
- 12. Train location lineups** will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.
- 13. Rule 93-** Yard limits in effect:
Between MP 925.0 and MP 930.0.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	9th Subdiv MAIN LINE STATIONS Rule 6(A)		Distance from South Moorhead
5,966			42.2	SOUTH MOORHEAD	Y ABS	0.0
			42.8	1.5		
	00675		21.4	MOORHEAD JCT. IJMY		1.5
			22.3	0.9		
2,855	00676	220		MOORHEAD	JY	2.4
			23.4	1.1		
	00678		0.0	FARGO PSGR STATIONBIKY		3.5
			0.1	0.1		
	00679			FARGO YARD OFFICEIJTY	ABS	3.6
			3.9	3.8		
		34		JY JCT.	IJY	7.4
			12.4	7.5		
	56111			PROSPER		14.9
			22.9	10.4		
	00707			VANCE	JT TWC	25.3
			28.9	6.1		
3,546	00713			MASON		31.4
			31.9	3.0		
	00716			ERIE JCT.	J	34.4
			40.7	9.0		
	00724			NOLAN	J CTC	43.4

BN Radio Channel No. 1 in service on this Subdivision.

BN Radio Channel No. 2 in service between South Moorhead and Jy. Jct.

Train Dispatcher Calls-Wolverton-47, Vance-23, Erie Jct.-23

See inside back cover for routes, lines and station stops for NRPC trains.

Between MP 41.1 (Lakes Division) and MP 42.2 South Moorhead employees are under the jurisdiction of Dakota Division General Manager.

- 1. Speed Restrictions-**
Zone-Between **Maximum Speeds Permitted**
South Moorhead and JY Jct. 20 MPH.
Moorhead Jct. connecting track to westward
main track on the First Subdivision 10 MPH.
Jy Jct. and Vance (MP 23.0) 40 MPH.

- Vance (MP 23.0) and Nolan (MP 40.7)..... 49 MPH.
Thru No. 11 turnout at 0.1 Fargo Yard Office from
Dakota Ninth Subdiv to JY Jct. 12 MPH.
Thru No. 20 turnouts
Jy Jct. and West Fargo to connecting track..... 25 MPH.
Jy Jct. and Prosper MP 3.9 and 4.0..... 35 MPH.
Westbound head end restriction over 14th Street,
Moorhead. 20 MPH.
Item 1A, All Subdivisions, applies between MP 4.5 and
MP 22.0 between Jy Jct. and Vance.
Trains or engines on main routes actuating the points
of Spring Switches; trains or engines through No. 20
turnouts at Moorhead Jct. Switch 35 MPH.
Trains or engines using middle track from a point 300
feet on either side, and across Seventh Avenue
Crossing, Fargo 8 MPH.

2. Bridge, Engine and Heavy Car Restrictions- None.

3. Train Register Exceptions-None.

4. Clearance Provisions and Exceptions Rule 82(A)-
None except:

Moorhead Jct., Moorhead, Fargo Yard Office and Jy Jct.-

Eastward trains and engines from Ninth Subdivision approaching Jy Jct. and other trains and engines before entering Ninth Subdivision must contact Dilworth Yardmaster to obtain permission and route instructions.

5. Rule 99-

Jy Jct. to Nolan-

When flagging is required, distances will be 2 miles.

6. Speed Test Boards- Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward trains, between MP 10.7 and MP 11.7, between J.Y. Jct. and Nolan.

7. Manual Interlockings with Dual Control Switches-

Fargo-Limits of interlocking extend from westward absolute signal at Fargo yard office to the eastward absolute signal just west of 8th Street crossovers. Hand throw electrically locked Switches in this area are under control of control operator at Dilworth.

Moorhead Jct-Interlocking signals governing movement over First Subdivision and through connecting track to First Subdivision and East Transfer Track switch and switch to OTVR and associated power switches remotely controlled by control operator at Dilworth.

8. Fargo Yard Office- Trains and engines on industry tracks and on middle track at Seventh and Roberts Streets must observe that crossing signals are operating before occupying crossings.

9. Rule 93- Yard limits in effect between MP 38.5 east of South Moorhead and MP 5.4 west of Jy. Jct.

10. Fargo- Rollby inspection of freight trains must be made of trains departing for Breckenridge at speeds not to exceed 8-10 MPH. In the absence of inspection being provided by other employees, crew on departing train will arrange for their own inspection.

11. The connecting track between Jy Jct. and West Fargo is considered industrial trackage, Rule 105 applies-maximum speed 25 MPH.

Trackage between Vance and Amenia is considered industrial trackage, Rule 105 applies-maximum speed 25 MPH.

12. Track Warrant Control- In effect on this subdivision. Rule 405 in effect.

JY Jct. and Nolan-All movements must be authorized by Track Warrant.

13. Mason- Maximum speed on siding - 10 MPH.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	10th Subdiv MAIN LINE STATIONS Rule 6(A)	Distance from North Crookston Jct
			0.0	NORTH CROOKSTON JCT JT	0.0
	09288		0.5	NOYES JCT. JT	0.5
	09301		12.7	EUCLID	12.7
	09309		20.9	ANGUS	20.9
	09317		29.3	WARREN A	29.3
	09327	245	39.1	ARGYLE	39.1
	09335		47.5	STEPHEN	47.5
	09344		56.1	DONALDSON	56.1
	09349		60.9	KENNEDY	60.9
2.980	09358		70.1	HALLOCK	70.1
	09370		82.3	HUMBOLDT	82.3
	09378		90.5	NOYES BJKRY	90.5

BN Radio Channel No.1 in Service on this subdivision.
Train Dispatcher Calls-Tilden Jct.-75, Warren-76, Hallock-78

- Speed Restrictions- Zone-Between** Maximum Speeds Permitted
Fisher Line Jct.-North Crookston Jct. Noyes Jct. and Noyes 25 MPH.
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions-**
Item 5d not permitted.
- Train Register Exceptions-**None.
- Clearance Provisions and Exceptions Rule 82(A)-** None.
- Rule 99-** When flagging is required, distance will be 1.5 miles.
- Rule 93-** Yard limit in effect at Noyes between MP 87.0 and 89.0. Trackage between MP 89.0 and MP 90.5 is governed by Rule 105.
All movements operating on CN Rail between BN connecting track Noyes and MP 61.0 Letellier Subdivision must operate at restricted speed, prepared to stop within one-half the range of vision, not exceeding 15 MPH.
Maximum permissible speed over bridge MP 63.1 (North of Emerson Station) 10 MPH.
- Stephen-** Crossing signals must be activated on siding prior to occupying crossing.
- Noyes Jct.-** Normal position of junction switch is lined and locked for movement to North Crookston Jct.
- Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.
- Train Location Lineups-** Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	11th Subdiv MAIN LINE STATIONS Rule 6(A)	Distance from Glendive
	03649	GI	0.0	GLENDIVE BJKRY	0.0
1.631	85835		33.7	SAVAGE	35.0
1.589	85836	306	34.9	CECIL JCT.	36.2
	59225		53.9	SY SIDNEY BKRTY	55.2
	59215	FA	64.4	FAIRVIEW JT	65.7
12.267	01063		78.6	SNOWDEN JT	80.0

BN Radio Channel No. 2 in service on this Subdivision.
Dispatcher Call-in Code 15 or 16.

- Speed Restrictions- Zone-Between** Maximum Speeds Permitted
Glendive and Savage (MP 34.0) 25 MPH.
Savage (MP 34.0) and MP 53.0 40 MPH.
MP 53.0 and Snowden 25 MPH.
MP 64.4 and MP 65.5 20 MPH.
Sidney over main street and third street N.E. crossings 10 MPH.
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions-**
Item 5d not permitted.
Sidney-Locomotives must not be operated over the hoppers at Holly Sugar Corporation plant trestles.
- Train Register Exceptions-** None.
- Clearance Provisions and Exceptions Rule 82(A)-** None.
- Rule 99-** When flagging is required, distance will be 1.5 miles.
- Glendive-** A train or engine must get permission from Glendive Yard before entering the Third Subdivision.
- Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.
- Train Location Lineups-** Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.
- Rule 93-** Yard limits in effect:
Between Glendive and MP 3.5.
Between MP 49.0 and MP 55.0.
Between MP 77.0 and MP 78.6.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	12th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Sanborn
	03312		0.0	SANBORN JT	0.0
	57310		9.6	ROGERS A	10.0
	57318		17.8	DAZEY	18.1
	57324	281	23.3	WALUM	23.6
	00757		26.4	HANNAFORD J	26.7
	57406		32.5	SHEPARD	32.8
	57410		36.5	COOPERSTOWN	36.7
	57425		51.0	BINFORD	51.2

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Rogers-36

**1. Speed Restrictions-
Zone-Between****Maximum Speeds Permitted**

Sanborn and Binford 10 MPH.
Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions-

Sanborn-Binford-Item 5d not permitted. Locomotives in Groups G, H and I not permitted.

Entire Subdivision restricted to one locomotive.

3. Train Register Exceptions-None.**4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99-** When required to flag, distance will be 1 mile.**6. Automatic Interlocking not Indicated at Stations-**

Soo Line Crossing-MP 9.7

7. Between Rogers and Dazey- Main track out of service between MP 10.0 and MP 17.0.**8. Binford**-Trackage between MP 50.5 and 51.3 Binford is considered industrial trackage. Rule 105 applies. Switch point derail installed on main track at MP 50.5.**9. Sanborn-Binford- (MP 0.0 to MP 51.0)-** FRA excepted track. See All Subdivisions Item 6.**10. Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.**11. Train Location Lineups-** Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	15th Subdiv BRANCH LINE STATIONS Rule 6(A)		Distance from Towner
	05460		0.0		TOWNER JT	0.0
	58322	270	22.0		UPHAM TWC	22.1
	58335		34.8		NEWBURG	34.8

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Towner-09

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	16th Subdiv BRANCH LINE STATIONS Rule 6(A)		Distance from Granville
	05481		0.0		GRANVILLE JT	0.0
	58413		12.9		DEERING	13.0
	58424	271	24.3		GLENBURN TWC	24.5
	58435		35.1		LANSFORD U	35.3
	58446		46.2		MOHALL	46.4
	58454		54.1		LORAIN	54.2

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Granville-07

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	13th Subdiv BRANCH LINE STATIONS Rule 6(A)		Distance from Church's Ferry
	05402		0.0		CHURCH'S FERRY JT	0.0
2.592	58015	267	15.3		CANDO	15.4
	58028		28.0		BISBEE U TWC	27.9
	58035		35.0		PERTH	35.2
	58047		47.3		ROLLA	47.4

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Church's Ferry-10

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	14th Subdiv BRANCH LINE STATIONS Rule 6(A)		Distance from Rugby
	05441		0.0		RUGBY JT	0.0
	58213		12.5		BARTON	12.8
	58221		21.0		WILLOW CITY	21.2
	58238	269	37.9		BOTTINEAU TWC	38.1
	58256		56.3		ROTH	56.6
	58262		61.5		LANDA	61.7
	58267		67.0		WESTHOPE	67.2

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Rugby-09, Bottineau-13

**1. Speed Restrictions-
Zone-Between****Maximum Speeds Permitted**

Churches Ferry and Perth (Thirteenth Subdiv.) 25 MPH.
Perth and Rolla (Thirteenth Subdiv.) 10 MPH.
Rugby and Bottineau (Fourteenth Subdiv.) 30 MPH.
Bottineau-MP 37.7 and
MP 39.0 (Fourteenth Subdiv.) 10 MPH.
MP 39.0 and Westhope (Fourteenth Subdiv.) 25 MPH.
Towner and Newburg (Fifteenth Subdiv.) 10 MPH.
Granville and Lorain (Sixteenth Subdiv.) 10 MPH.
Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted on all Subdivisions and Item 5c not permitted on Fifteenth Subdivision. On Sixteenth Subdivision between Mohall and Lorain (MP 47.5 to MP 54.1) Item 5c not permitted.

On Thirteenth Subdivision-Locomotives in Groups G, H and I not permitted. Locomotives in Group I not permitted on wye at Churches Ferry.

On Fourteenth Subdivision-Locomotives in Group I not permitted between Rugby and Westhope.

On Fifteenth Subdivision-Locomotives in Groups E, G, H and I not permitted and Groups B, C and D restricted to one unit.

On Sixteenth Subdivision-Locomotives in Group I not permitted.

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99-** When required to flag, distance will be 1 mile.**6. Churches Ferry, Rugby, Towner and Granville-** Normal position of north wye switch is for west leg of wye.**7. Railroad Crossings not indicated at Station-**

Soo Line Crossing 7.4 miles west of Willow City (14th Subdiv.)
Soo Line Crossing 4.0 miles east of Newburg (15th Subdiv.)
Soo Line Crossing Bisbee (13th Subdiv.)

8. Rolla- Trackage between MP 46.46 and MP 47.3 on 13th Subdivision is considered industrial trackage. Rule 105 applies. Derail placed on main track at MP 46.6.

Westhope-Trackage between MP 66.86 and MP 67.70 on 14th Subdivision is considered Industrial trackage Rule 105 applies. Deraill placed on Main Track at MP 66.86.

Lorain-Trackage between MP 53.4 and MP 54.0 on 16th Subdivision is considered industrial trackage and Rule 105 applies. Deraill placed on main track at MP 53.4.

9. **Fifteenth Subdivision**-between Towner and Newburg (MP 0.0 and MP 34.8) and Sixteenth Subdivision between Granville and Lorain - FRA excepted track - See All Subdivisions Item 6.

10. **Track Warrant Control**- In effect on Thirteenth, Fourteenth, Fifteenth and Sixteenth Subdivisions. Rule 405 in effect.

11. **Train Location Lineups**- Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	17th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Vance
	00707		64.2	VANCE JT	0.0
	56305	23	69.0	ARTHUR TWC	5.0
	56311		75.6	HUNTER	11.0

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Vance-23

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	18th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Erie Jct
	00716		0.0	ERIE JCT. J	0.0
	56402	274	1.4	ERIE TWC	1.6
	56412		12.1	GALESBURG	12.3
	56418		17.5	CLIFFORD	18.0

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Erie Jct.-23

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	19th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Nolan
	00724		24.3	NOLAN J	0.0
	57002		25.7	PAGE	1.6
	57009		32.8	COLGATE	8.7
	57015		39.2	HOPE	15.0
	57024		48.4	PICKERT	24.3
	57029		53.3	FINLEY	29.3
	57036	24	59.8	SHARON TWC	35.8
	57043		66.9	ANETA	42.9
	57048		71.9	KLOTEN	47.8
	57054		77.8	McVILLE	53.8
	57061		85.1	PEKIN	61.1
	57067		90.9	TOLNA	66.9
	57080		103.7	WARWICK	79.6

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Nolan-23, Finley-14, Warwick-16

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Vance and Hunter	(Seventeenth Subdiv.)	25 MPH.
Vance and Arthur (MP 64.2-MP 66.0-	Seventeenth Subdiv.)	10 MPH.
Erie Jct. and Clifford	(Eighteenth Subdiv.)	25 MPH.
Nolan and McVillie	(Nineteenth Subdiv.)	35 MPH.
McVillie and Warwick	(Nineteenth Subdiv.)	25 MPH.
Hope-MP 39.1 and MP 39.4	(Nineteenth Subdiv.)	25 MPH.
Pickert-MP 48.2 and MP 48.4	(Nineteenth Subdiv.)	10 MPH.
Aneta-MP 66.4 and MP 66.8	(Nineteenth Subdiv.)	25 MPH.
Item 1A, All Subdivisions, applies on these subdivisions.		

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted on Seventeenth, Eighteenth and Nineteenth Subdivisions..

Seventeenth Subdivision-Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)- None.

5. Rule 99-

When required to flag, distance will be 1 mile.

6. Seventeenth Subdivision- Trackage between MP 74.5 and MP 75.9 (Hunter) is considered industrial trackage. Rule 105 applies.

Eighteenth Subdivision- Trackage between MP 17.0 and MP 17.95 (Clifford) is considered industrial trackage. Rule 105 applies.

7. Track Warrant Control- In effect on the Seventeenth, Eighteenth and Nineteenth Subdivisions. Rule 405 in effect.

8. Train Location Lineups- Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	20th Subdiv BRANCH LINE STATIONS			Distance from Mandan
					Rule 6(A)			
		03444	A	0.0	MANDAN	BJKRTY	ABS	0.0
4.696	85420			20.1	PRICE			21.2
1.678	85427			27.0	SANGER			28.1
4.693	85435			34.8	HENSLER			35.9
	85447	303		47.2	GLENHAROLD			48.6
3.697	85452			52.4	STANTON		TWC	53.5
9.135	85465			64.4	HAZEN			65.4
2.253	85473	BH		72.6	BEULAH		RY	
	85480	Z		80.5	ZAP		Y	80.5

BN Radio Channel No. 2 in service on this Subdivision.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

MP 0.0 and MP 80.5	30 MPH.
MP 0.1 and MP 3.3	10 MPH.
Glenharold-Trains unloading coal over hopper	3 MPH.
Trains using Loop Track UPA	5 MPH.
Trains using Siding	5 MPH.
Beulah- All yard tracks	5 MPH.
Antelope Valley Spur	30 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

3. Train Register Exception-

Beulah-Trains originating or terminating will register.

4. Clearance Provisions and Exceptions Rule 82(A)- None.

5. Rule 99- When flagging is required, flagging distance is 1.5 miles.

6. Mandan- Std. Oil Refinery track gate must be kept locked except when opened for switching.

7. 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.

Cars and engines not permitted beyond 577 feet from head block of switch on United Power Construction Spur.

8. 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.

South Beulah-Locomotives must not pass under tipple. Tipple will not clear man on top or 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.

9. Republic- Locomotives must not pass under tipple. Tipple will not clear man on top and/or side of car.

10. Beulah- Antelope- Valley Spur Track GPGA Plant scale on west end No. 1 Track must not be crossed by locomotives. Maximum speed county road crossing - 5 MPH.

11. Track Warrant Control- In effect on this Subdivision. Rule 405 in effect.

12. Train Location Lineups- Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.

13. Rule 93- Yard limits in effect:

Between Mandan and MP 4.0.
Between MP 69.8 and MP 80.1.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	21st Subdiv BRANCH LINE STATIONS			Distance from Glendive	
	Rule 6(A)								
		03649	GI	0.0	GLENDIVE BJKRTY			0.0	
	1.599	85924	312	22.2	LINDSAY			TWC	24.4
	2.171	85952		50.0	CIRCLE Y				52.1

BN Radio Channel No. 2 in service on this Subdivision.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Glendive and MP 49.0	25 MPH.
MP 49.0 and MP 50.0	10 MPH.
MP 28.0 and MP 49.0 Freight trains over 100 Tons/OB	10 MPH.
With loaded cars over the following bridges,	
Bridge 3 at MP 3.40	10 MPH.
Bridge 7 at MP 7.49	10 MPH.
Bridge 8 at MP 8.14	10 MPH.
Bridge 12 at MP 12.85	10 MPH.
Bridge 26 at MP 26.40	10 MPH.
Bridge 27 at MP 27.65	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)- None.

5. Rule 99- When flagging is required, distance will be 1.5 miles.

6. Sidney Branch Junction- Normal position of switch is for Eleventh Subdivision.

7. TWC- In effect between MP 2.5 and Circle. Rule 405 in effect.

8. Train Location Lineups- Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.

9. Rule 93- Yard Limits in effect:

Between Glendive and MP 2.5.
Between MP 49.0 and end of track.

WESTWARD ↓				22nd Subdiv BRANCH LINE STATIONS				Distance from Sarpy Jct.	EASTWARD ↑	
	Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	Rule 6(A)					
		03795	315	0.0	SARPY JCT.		J			0.0
	7.362	03936		37.4	35.9 KUEHN		Y			TWC 35.9

BN Radio Channel No. 1 in service on this Subdivision.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Sarpy Jct. and Kuehn	40 MPH.
Kuehn around Loop Track	4 MPH.

2. Bridge, Engine and Heavy Car Restrictions- None.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)- None.

5. Rule 99- When flagging is required, flagging distance is 2.0 miles.

6. Kuehn- Coal trains will leave Kuehn with stripes facing Power. When ready to load all inbound trains will use left leg of loop track. A member of the crew with radio will locate himself in the control house during loading.

7. All trains delayed at Sarpy Jct. beyond 15 minutes will stop their leading locomotive west of the cattle crossing and will have to cut the first private crossing around the curve one quarter of a mile west of Sarpy Jct.
8. **TWC-** In effect between Sarpy Jct. and Kuehn.
When the Loop Track at Kuehn is occupied by an eastbound train the westbound train will take siding.
9. Train location lineups will be issued by Train Dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.
10. **Rule 93-** Yard limits in effect:
Between MP 34.4 and end of track.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	23rd Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Nichols Wye
03778	313	0.0		NICHOLS WYE JT	0.0
86029		29.1		COLSTRIP Y TWC	29.1
86034		33.1		COW CREEK	33.1
86039		40.5		BIG SKY Y	39.1

BN Radio Channel No. 1 in service on this Subdivision.

1. **Speed Restrictions- Zone-Between** Maximum Speeds Permitted
 Nichols Wye and Colstrip 35 MPH.
 Colstrip and Big Sky 30 MPH.
 Between Big Sky and Colstrip
 Eastbound between MP 38.0 and MP 34.0 30 MPH.
 Cow Creek Yard over all Turnouts 5 MPH.
 Colstrip and Big Sky Loop Tracks 5 MPH.
 Train speed while loading will be 0.5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions-** None.
3. **Train Register Exceptions-** None.
4. **Clearance Provisions and Exceptions Rule 82(A)-** None.
5. **Rule 99-** When flagging is required, flagging distance is 2.0 miles.
6. **Nichols Wye-** Normal position of tail track switch is for East Leg of Wye.
7. **Big Sky-** Coal trains will leave Big Sky with white stripe headed west, therefore, either entrance to loop track may be used. If necessary to use right entrance to loop track to have cars in proper direction it will be necessary to reverse the caboose and engine.
 A member of the crew with radio will locate himself in the control house during loading.
 Trains will only be weighed loaded and at a speed not to exceed 3 MPH over the scale. Reverse movements over scale must not be made after train has started to weigh unless authorized by mine personnel.
8. **Colstrip-** Coal trains, except trains with WISX equipment, will leave Colstrip with stripes facing Power. When ready to load all inbound trains will use left leg of loop track.
 A member of the crew with radio will locate himself in the control house during loading.
9. **TWC-** In effect between Nichols Wye and Big Sky. Rule 405 in effect.
 Trains on the Loop Track, Colstrip ready to depart will not leave the Loop Track until they receive their Track Warrant. Eastbound Big Sky trains and trains from the storage tracks within the yard limits at Colstrip will obtain their Track Warrant before blocking any crossings.
10. **Train Location Lineups-** Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.

11. **Rule 93-** Yard limits in effect:
 Between MP 27.5 and MP 34.0.
 Between MP 39.0 and end of track.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	24th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Devils Lake
05383		0.0		DEVILS LAKE BJRTUY	0.0
55912		11.8		WEBSTER	12.1
55924	275	23.4		STARKWEATHER TWC	24.0
55939		39.4		OLMSTEAD U	39.7
55953		53.0		ROCK LAKE	53.2
55966		66.6		HANSBORO T	66.0

BN Radio Channel No. 1 in service on this Subdivision.
 Train Dispatcher Calls-Devils Lake-19

1. **Speed Restrictions- Zone-Between** Maximum Speeds Permitted
 Devils Lake and Hansboro 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions-**
 Item 5d not permitted on this Subdivision.
 Locomotives in Groups G, H and I not permitted on this Subdivision.
3. **Train Register Exceptions-**
 Devils Lake-Register for trains originating or terminating.
4. **Clearance Provisions and Exceptions Rule 82(A)-** None.
5. **Rule 99-** When required to flag, distance will be 1 mile.
6. **Railroad Crossings not indicated at Station-**
 Soo Line Crossing 0.2 miles west of Devils Lake
 Soo Line Crossing 0.3 miles west of Olmstead
7. **Between Devils Lake and Hansboro (MP 1.0 and MP 66.6)-**
 FRA excepted track - See All Subdivisions Item 6.
8. **Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.
9. **Train Location Lineups-** Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	25th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Lakota
05359		0.0		LAKOTA JT	0.0
55812		12.0		BROCKET	12.4
55818		18.3		LAWTON	18.7
55827		27.0		EDMORE TWC	27.2
55840	279	39.7		HAMPDEN	40.1
55852		52.1		MUNICH	52.4
55860		59.5		CLYDE	59.9
55866		65.5		CALVIN	65.8
55872		73.0		SARLES T	73.2

BN Radio Channel No. 1 in service on this Subdivision.
 Train Dispatcher Calls-Lakota-18, Hampden-32

**1. Speed Restrictions-
Zone-Between****Maximum Speeds Permitted**

Lakota and Saries	25 MPH.
Trains handling loaded cars.....	10 MPH.
MP 26.0 and MP 55.0.....	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted on this Subdivision.

Locomotives in Group I not permitted on Wye at Lakota and between MP 0.0 and MP 2.5.

3. Train Register Exceptions-None**4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99-** When required to flag, distance will be 1 mile.**6. Railroad Crossings not indicated at Station-**

Soo Line Crossing 3.7 miles east of Brocket

Soo Line Crossing 3.8 miles east of Munich

6. Saries- Trackage between MP 71.9 and MP 72.9 is considered industrial trackage. Rule 105 applies. Derail placed on Main Track at MP 71.9.**7. Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.**8. Train Location Lineups-** Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	26th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Conway
	55723		23.6	CONWAY J	0.0
				5.0	
	55728		28.0	PISEK	5.0
				6.2	
	55734		34.2	PARK RIVER	11.2
				9.3	
	55744		43.5	EDINBURG	20.5
				12.6	
	55756		56.1	MILTON	33.1
				5.7	
	55762		61.9	OSNABROCK	38.8
				11.7	
	55774		73.6	LANGDON	50.5
				14.4	
	55788		88.0	WALES	64.9
				7.0	
	55795		95.0	HANNAH T	71.9

BN Radio Channel No. 1 in service on this subdivision
Train Dispatcher Calls-Larimore-31, Hampden-32

**1. Speed Restrictions-
Zone-Between****Maximum Speeds Permitted**

Conway and Langdon	25 MPH.
Langdon and Hannah	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions-None**4. Clearance Provisions and Exception Rule 82(A)- None.****5. Rule 99-** When required to flag, distance will be 1.0 miles.**6. Hannah-** Derail installed on Main Track at MP 94.0.**7. Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.**8. Train Location Lineups-** Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	27th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Larimore
	05323		129.6	LARIMORE J	0.0
				12.6	
	56353		117.4	NORTHWOOD	12.6
				8.5	
	56345		109.0	HATTON	21.1
				6.5	
	56338		102.4	PORTLAND JCT. JT	27.6
				4.9	
	56333		96.0	MAYVILLE	32.5

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Larimore-31, Roseville-24

**1. Speed Restrictions-
Zone-Between****Maximum Speeds Permitted**

Larimore and Mayville	25 MPH.
At Mayville	10 MPH.
Item 1A, All Subdivisions, applies between Portland Jct. and Portland.	

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99-** When required to flag, distance will be 1 mile.**6. Track between Portland Jct. and Portland is considered industrial track, Rule 105 applies. Maximum speed 10 MPH.****7. Mayville-** Derail installed on Main Track at MP 97.9.**8. Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.**9. Train Location Lineups-** Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	28th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Grand Forks
	05299		0.0	GRAND FORKS BIJKRTY ABS	0.0
				1.4	
	55502		1.4	CALSPUR Y	1.4
				10.6	
	55512		12.0	MANVEL	12.0
				12.1	
	55524		24.5	ARDOCH U	24.1
				6.1	
	55530		30.6	MINTO	30.2
				8.9	
	55539		39.4	GRAFTON JTUY TWC	39.1
				6.5	
	55546		45.9	AUBURN	45.6
				7.6	
	55553		53.5	ST. THOMAS	53.2
				6.1	
	55559		59.6	GLASSTON	59.3
				6.9	
	55566		66.5	HAMILTON	66.2
				5.2	
	55571		71.6	BATHGATE	71.4
				8.3	
	55579		79.9	NECHE	79.7

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls-Grafton-48

**1. Speed Restrictions-
Zone-Between****Maximum Speeds Permitted**

Grand Forks and Calspur Diamond	10 MPH.
Calspur Diamond and Grafton.....	25 MPH.
MP 37.8 and MP 40.7	10 MPH.
MP 40.7 and MP 60.2	25 MPH.
MP 60.2 and Neche	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions-None**4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99-** When flagging is required, distance will be 1.5 miles.**6. Railroad Crossing not Indicated at Stations-** MP 38.7 between Minto and Grafton.

Thirteenth Subdivision crossing.

7. Rule 93- Yard limits in effect:

Between MP 0.0 and MP 6.0 at Grand Forks.

Between MP 37.0 and MP 42.0 at Grafton.

8. Between Glasston and Neche (MP 60.2 and MP 79.9)- FRA excepted track - See All Subdivisions Item 6.**9. Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.**10. Train Location Lineups-** Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.**8. Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.**9. Train Location Lineups-** Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	30th Subdiv BRANCH LINE STATIONS Rule 6(A)		Distance from Honeyford
	55422		117.8	HONEYFORD		0.0
				3.5		
	55425		121.3	GILBY		3.5
				4.3		
	55430		125.6	JOHNSTOWN		7.8
				4.7		
	55434	249	130.3	FOREST RIVER	U TWC	12.5
				5.8		
	55440		136.1	VOSS		18.3
				8.9		
	55539		145.0	GRAFTON	JTUY	27.2
				15.5		
	55464		160.5	DRAYTON		42.7
				18.3		
	55483		178.8	JOLIETTE		61.0

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls-Grafton-48, Hallock-78

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	29th Subdiv BRANCH LINE STATIONS Rule 6(A)		Distance from Grafton
	55539		0.0	GRAFTON	JTUY	0.0
				6.5		
	55606		5.7	NASH		6.5
				7.2		
	55613		12.9	HOOPLE		13.7
				4.6		
	55618	251	17.5	CRYSTAL	TWC	18.3
				6.3		
	55624		23.9	HENSEL		24.6
				7.6		
	55631		31.4	CAVALIER		32.2
				16.5		
	55648		48.5	WALHALLA	T	48.7

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Grafton-48

**1. Speed Restrictions-
Zone-Between****Maximum Speeds Permitted**

Grafton and Walhalla.....	25 MPH.
Grafton	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exception-None**4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99-** When required to flag, distance will be 1.0 miles.**6. Nash-** Cars left on team track should have at least one car length's clearance on Walsh County Road No. 6 just east of No. 27 Spot. Clearance should be checked from north side of track.**7. Rule 93-** Yard Limits in effect between MP 2.0 and Grafton.**1. Speed Restrictions-
Zone-Between****Maximum Speeds Permitted**

Honeyford and Joliette.....	25 MPH.
MP 143.6 and MP 145.6	10 MPH.
MP 159.6 and MP 163.3	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions-None**4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99-** When required to flag, distance will be 1.5 miles.**6. Railroad Crossings not Indicated at Station-**

Between Voss and Grafton-Twenty-Ninth Subdivision crossing.

7. Grafton- Account curvature of turnout and track on N.P. Industrial Spur located at MP 146.0 cars must be handled at speed not exceeding 3 MPH.**8. Rule 93-** Yard Limits in effect between MP 143.0 and MP 147.0 at Grafton.**9. Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.**10. Train Location Lineups-** Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	31st Subdiv BRANCH LINE STATIONS		Distance from Moorhead
					Rule 6(A)		
		00676		0.0	MOORHEAD	JY	0.0
		56008		8.0	8.6 KRAGNES		8.6
		56015		14.8	6.8 GEORGETOWN		15.4
		56022		21.6	6.6 PERLEY		22.0
		56028		27.4	6.0 HENDRUM		28.0
		56034	247	33.5	7.6 HALSTAD	TWC	34.0
		56041		41.0	4.8 SHELLY		41.6
		56046		45.8	5.6 NIELSVILLE		46.4
		56052		50.8	5.9 CLIMAX		52.0
		56057		56.8	8.6 ELDRED		57.9
		09285		65.5	M. N. JCT.	JY	66.5

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls-Ada-74

- Speed Restrictions- Zone-Between** Maximum Speeds Permitted
Moorhead and M.N. Jct. 25 MPH.
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions-**
Item 5d not permitted
Locomotives in Groups G, H and I not permitted
- Train Register Exceptions-** None
- Clearance Provisions and Exceptions Rule 82(A)-** None.
- Rule 99-** When required to flag, distance will be 1.5 miles.
- Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.
- Train Location Lineups-** Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	32nd Subdiv BRANCH LINE STATIONS		Distance from Ada
	Rule 6(A)						
		09252	32	48.2	ADA 0.0	TWC	0.0
		09270		65.1	BELTRAMI 15.3		17.0
		09285		80.3	M. N. JCT. 0.7	JY	32.3
				80.7	Crookston Jct.	J	33.0

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls-Ada-74

- Speed Restrictions- Zone-Between** Maximum Speeds Permitted
Ada and Crookston Jct. 25 MPH.
At Ada, maximum speed-Elevator track 5 MPH.
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions-**
Item 5d not permitted.
Locomotives in Groups G, H and I not permitted.
- Train Register Exceptions-** None.

- Clearance Provisions and Exceptions Rule 82(A)-** None.
- Rule 99-** When required to flag, distance will be 1.5 miles.
- Crookston Jct.-**Track between M. N. Jct. and Crookston Jct. is considered industrial trackage. Rule 105 applies.
- Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.
- Train Location Lineups-** Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

WESTWARD ↓				33rd Subdiv BRANCH LINE STATIONS				EASTWARD ↑	
	Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	Rule 6(A)				Distance from Redland Jct.
		05265	246	65.9		REDLAND JCT.	J		0.0
	2,727	55044		45.4		23.4 FERTILE	TWC		23.4

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls-Tilden Jct.-75

- Speed Restrictions- Zone-Between** Maximum Speeds Permitted
Redland Jct. and Fertile 25 MPH.
Over bridge 55 12 MPH.
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions-**
Item 5d not permitted.
Locomotives in Groups G, H and I not permitted.
- Train Register Exceptions-** None.
- Clearance Provisions and Exceptions Rule 82(A)-** None.
- Rule 99-** When required to flag, distance will be 1 mile.
- Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.
- Train Location Lineups-** Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	34th Subdiv BRANCH LINE STATIONS		Distance from Warroad
					Rule 6(A)		
		55315	244	103.3	WARROAD		0.0
		55294		82.9	21.4 ROSEAU		21.4
		55281		70.0	13.0 BADGER		34.4
		55271		60.5	9.5 GREENBUSH		43.9
		55253		41.8	18.6 MIDDLE RIVER	TWC	62.5
		55234		22.6	19.2 SOO LINE CROSSING	M	81.7
		55230		19.6	3.1 THIEF RIVER FALLS	T	84.8
		55223		11.8	7.2 ST. HILAIRE		92.0

BN Radio channel No.1 in service on this subdivision.
Train Dispatcher Calls-Thief River Falls-80

- Speed Restrictions- Zone-Between** Maximum Speeds Permitted
St. Hilaire and Warroad 25 MPH.
Thief River Falls-Wye track 5 MPH.
Item 1A, All Subdivision applies between St. Hilaire and Warroad.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted. Item 5c not permitted between Roseau and Warroad.

Locomotives in Groups E, G, H and I not permitted.

Between Greenbush and Warroad trains restricted to one unit.

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)-** None.**5. Rule 99-** When required to flag, distance will be 1.0 miles.**6. Thief River Falls-** Due to sharp curvature of track, when handling a 50 foot or longer car, on east leg of wye and over the crossover, cars should be handled separately.**7. At Soo Line Crossing-**

Gates have been placed against BN movement over Soo Line diamond at MP 22.6. After gates have been lined for BN movement and movement over diamond is completed, gates must be restored to original position against BN movement.

8. Track Warrant Control- In effect on this Subdivision. Rule 405 applies.**9. Train Location Lineups-** Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	35th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from McKenzie
	03419		0.0	MCKENZIE JT	0.0
	57212	290	11.6	MOFFITT JU	11.7
	57228		27.7	HAZELTON	27.7
	57237		36.7	TEMLIK	36.7
	57245		45.3	LINTON T	44.6
	57255	292	65.1	STRASBURG	54.5
	57267		53.9	HAGUE	65.7
	57270		44.4	ZEELAND	74.8

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-McKenzie-41

**1. Speed Restrictions-
Zone-Between**

Maximum Speeds Permitted

McKenzie and Zeeland 10 MPH.
Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions-

Ninth Subdivision-Item 5c not permitted between Temvik and Linton (MP 36.75 to MP 45.3) and between Linton and Zeeland (MP 75.0 to MP 44.4).

Locomotive Restrictions

Two Locomotive's / Groups A, B, and C

Two Locomotive's / Groups D GP20 only

One Locomotive / Group D and E-GP30 or GP38 only

3. Train Register Exceptions-None**4. Clearance Provisions and Exceptions Rule 82(A)-** None.**5. Rule 99-** When required to flag, distance will be 1 mile.**6. McKenzie to Zeeland - FRA excepted track -** See All Subdivisions Item 6.**7. Between Linton and Zeeland-** Main track out of service between MP 74.0 and MP 44.4.**8. Railroad Crossings not Indicated at Station-**
Soo Line Crossing-1.0 miles west of Moffitt.**9. Track Warrant Control-** In effect on this Subdivision. Rule 405 in effect.**10. Train Location Lineups-** Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	36th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Berthold
1,913	00939		0.0	BERTHOLD JY	0.0
	58620		20.4	COULEE	20.5
	58627		27.2	KENASTON	27.5
1,703	58634		33.9	NIIBE JY	34.2
	58641	263	40.6	COTEAU TWC	40.9
	58655		54.8	LIGNITE	55.1
	58657		57.0	LIGNITE JCT. J	57.2
	58665		64.5	KINCAID	65.2
	58675		75.3	NOONAN	75.5
	58688		89.5	CROSBY RTY	88.7

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Berthold-01, Niobe-02

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	37th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Niobe
	58634		0.0	NIIBE J	0.0
	58708	264	8.0	BOWBELLS A	8.3
	58721		20.8	NORTHGATE	21.1
	58723		21.5	BOUNDARY LINE J	21.7

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Niobe-02

Length of Siding In Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	38th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Stanley
	00970		0.0	STANLEY JT	0.0
	58812		11.7	LOSTWOOD	13.2
	58825		24.6	POWERS LAKE	26.0
	58838	265	38.0	MCGREGOR TWC	39.5
	58850		50.4	WILDROSE	51.8
	58864		64.3	ALAMO	65.7
	58870		69.8	APPAM	71.2
	58875		74.6	ZAHL	76.0
	58887		87.1	GRENORA T	88.0

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Stanley-12, Powers Lake-02 and Wildrose-04

**1. Speed Restrictions-
Zone-Between****Maximum Speeds Permitted**

Berthold and Niobe	(Thirty-Sixth Subdiv.)	25 MPH.
Niobe and Crosby	(Thirty-Sixth Subdiv.)	10 MPH.
Niobe and Boundary Line	(Thirty-Seventh Subdiv.)	35 MPH.

Niobe and Bowbells

At MP 8.1 over

highway 8.....(Thirty-Seventh Subdiv.) 25 MPH.

Stanley and Grenora (Thirty-Eighth Subdiv.) 25 MPH.

Powers Lake-MP 24.4 and MP 24.9 (Thirty-Eighth Subdiv.) 10 MPH.

Bridges at the following locations on the Thirty-Eighth Subdivision restricted to 10 MPH.

MP 12.5 and MP 13.8

MP 15.6 and MP 16.6

MP 38.8 and MP 40.0

MP 72.4 and MP 74.1

Grenora-Engine or leading car over Main Street crossing (Sixteenth Subdiv.) 10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Thirty-Sixth Subdivision-Locomotives in Groups G, H and I not permitted between Niobe and Crosby.

Thirty-Eighth Subdivision-Locomotives in Group I not permitted.

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99- When required to flag, distance will be 1 mile.****6. Automatic Interlockings not Indicated at Station-**

Soo Line Crossing 1.5 miles east of Bowbells on Thirty-Seventh Subdivision.

7. Northgate- When using Canadian National tracks, Canadian National Railway Timetable and Rules govern.**8. Boundry Line- Six axle locomotives should not be turned on the wye.****9. Niobe- Normal position of the Junction switch is lined for the Thirty-Seventh Subdivision. Maximum speed permitted-10 MPH.****10. Rule 93- Yard Limits in effect on Thirty-Sixth Subdivision between MP 0.0 and MP 1.0 and between MP 33.3 and MP 35.0 and between MP 87.6 and MP 89.5.****11. Track Warrant Control- In effect on Thirty-Sixth, Thirty-Seventh and Thirty-Eighth Subdivisions. Rule 405 in effect.****10. Train Location Lineups- Maintenance of Way Rules 37 and 38 modified and recorded train location lineups used.**

WESTWARD	Length of Siding in Feet	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	39th Subdiv BRANCH LINE STATIONS Rule 6(A)		Distance from Watford City	EASTWARD
		59337		36.6		WATFORD CITY	T	0.0
		59329		29.0		7.4 ARNEGARD		7.4
		59319	311	18.9		10.2 ALEXANDER		17.6
		59313		13.0		5.9 CHARBONNEAU	TWC	23.5
		59306		5.1		7.9 CARTWRIGHT		31.4
		59215	FA	0.0		5.8 FAIRVIEW	JTY	37.2

BN Radio Channel No. 2 in service on this Subdivision.

**1. Speed Restrictions-
Zone-Permitted****Maximum Speeds Permitted**

Fairview and Watford City..... 10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups E, G, H and I not permitted, except 1702-1721, 1831-1882, and 1892-1901.

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)- None.****5. Rule 99- When flagging is required, distance will be 1.0 miles.****6. Track Warrant Control- In effect on this Subdivision. Rule 405 in effect.****7. Train Location Lineups- Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.****8. MP 0.0 to MP 36.6- FRA excepted track - See All Subdivisions Item 6.**

TRAIN LOCATION LINEUP ACQUISITION PROCEDURE

1. From touch tone telephones or mobile unit dial 298-2501 in St. Paul using current dialing procedures (BN Network, long distance, etc.).
2. After message dial 2200.
3. You will hear main menu message. After message, dial *2203 for Twin Cities Region Line-ups.
4. Dial the appropriate number listed below:
 - For the 6th Subdivision between D. L. Switch and Devils Lake and for the 17th, 18th, 19th, 24th, 25th, and 27th Subdivisions -
Dial 3406
 - For the 6th Subdivision between Devils Lake and Surrey and for the 13th, 14th, 15th, 16th, 36th, 37th and 38th Subdivisions -
Dial 3407
 - For the 31st, 32nd, and 33rd Subdivisions -
Dial 3408
 - For the 10th, 26th, 28th, 29th, 30th and 34th Subdivisions -
Dial 3409
5. Dial * plus same last four digits dialed in step 4 (for example *3407) to listen to repeat of Line-up. underscoring each word as it is repeated.
6. Hang up telephone.

RADIO INFORMATION**DAKOTA DIVISION**

Base Stations	Channel	Hours in Operation
Northtown Disprs. Office	1	Continuous
Dilworth	1	Continuous
Fargo Relay Office	2 for yard forces	Continuous
	1	Mon. thru Fri. 0600-2200
Rugby	2 for yard forces	Continuous
Gavin Yard	1	0800-1700
	1	Continuous
Jamestown	2 for yard forces	Continuous
Soo Tower	1	Continuous
Minot	1	Continuous
Bemidji	1	Continuous
Crookston	1	Continuous
Noyes	1	Continuous
Grafton	1	0800-1700
Grand Forks	1	Mon. thru Fri.
	2 for yard forces in Grand Forks	Continuous
Devils Lake	1	Continuous
Billings Dispatchers Office	2	Continuous
Wayside Stations		
Beulah	2	8:00 am-5:00 pm Mon. thru Fri.
Mandan	1 for yard forces in Mandan	Continuous
New Salem	2	Continuous
Glen Ullin	2	Continuous
Hebron	2	Continuous
Richardson	2	Continuous
Dickinson	2	Continuous
Fryburg	2	Continuous
Beach	2	Continuous
Wibaux	2	Continuous
Glendive	2	Continuous
Sidney	2	8:00 am-10:00 pm Mon. thru Fri.
Terry	2	Continuous
Shirley	2	Continuous
Miles City	2	Continuous
Hathaway	2	Continuous
Forsyth	2	Continuous
Hysham	2	Continuous
Custer	2	Continuous
Pompeys Pillar	2	Continuous

TRAIN DISPATCHERS PHONE NUMBERS

Company	Chief Dispatcher	Commercial
8-782-3415	M. G. Lien M. L. Rohr D. D. Loonan	(612) 782-3415
	Subdivisions	
	Trick Dispatcher	
8-782-3405	1st, 12th, & 13th	(612) 782-3405
8-782-3403	6th	(612) 782-3403
8-782-3406	9th Jy Jct. to Nolan, 4th Casselton to Surrey, 6th, 17th, 18th, 19th 24th, 25th, and 27th	(612) 782-3406
8-782-3407	4th Gavin Yd to Williston, 6th Devils Lake to Surrey, 36th, 37th, 38th, 13th, 14th, 15th and 16th.	(612) 782-3407
8-256-4446	3rd	(406) 256-4446
8-256-4443	2nd, 8th, 22nd, 23rd	(406) 256-4443
8-256-4447	11th, 21st, 39th	(406) 256-4447
8-782-3409	7th, 10th, 26th 28th, 29th, 30th 34th	(612) 782-3409
8-782-3408	31st, 32nd, 33rd	(612) 782-3408

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
23	Amenia-Vance	62.1 to 64.2
266	Valley City Low Line	64.4 to 70.6
268	York-Wolford	0.0 to 14.0
272	Tatman Spur	0.0 to 16.7
291	Fargo-Dakota Jct.	4.2 to 5.6
291	JYJct.-West Fargo	0.0 to 2.7
232	North Crookston Jct.-Noyes Line	82.4 to 83.5
249	Highway 2-Calspur	90.2 to 98.5
274	Portland-Portland Jct.	27.6 to 32.5
314	Decker Mine	14.7 to 17.8
317	East Decker Mine	14.4 to 20.3
318	Moran Jct to Jones Jct	825.8 to 209.6
320	Nerco	14.7 to 28.7

BALLAST PITS

Line Segment	Yard	Limits
577	Roseau	
750	Sheridan	

LINE SEGMENT NUMBERS

YARD SEGMENT NUMBERS

Line Segment	Yard	Mileposts
287	Jamestown-State Hospital	40.2 to 38.3
468	Gavin Yard	
560	Dilworth	
561	Fargo	
565	Minot Yard	
566	Jamestown	

YARD LINE SEGMENTS

Line Segment	Yard	Limits
519	Cloquet	
520	Bemidji	
521	Grand Forks	
522	Crookston	
523	Brainerd Shop	
525	Brainerd Yard	
526	Grand Forks WFE	
527	Cass Lake	
730	Bismarck	
731	Mandan	
732	Mandan Shop	
733	Dickinson	
734	Glendive	
739	Sheridan	
717	Greybull	
736	Laurel	
737	Laurel Shop	
739	Laurel Welding Plant	

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens	Name	Miles-Location	Capacity Cars	Switch Opens
1st Subdivision				8th Subdivision			
00692 Norpak	2.4 west of Mapleton	20	East	08428 Mahto	10.6 west of Wakpaia	30	East
00695 Dalrymple	5.3 west of Mapleton	37	West	08451 Walker	15.2 west of McLaughlin	50	East
03270 Wheatland	6.5 west of Casselton	23	East	08519 Haynes	9.6 west of Petrel	50	East
03301 Valley City Freight	5.1 east of Berea	Yard	Both	08545 Reeder	8.5 west of Bucyrus	43	Both
03301 Valley City Ind. Park	0.6 west of Valley City	34	East	08555 Scranton	3.9 west of Gascoyne	66	Both
03321 Urbana	3.9 west of Eckelson	55	East	08636 Westmore	7.6 west of Plevna	12	West
03326 Ladish Spur	0.2 west of Spiritwood	Yard	East	08651 Lacombe	6.9 west of Ismay	8	West
03339 Pillsbury Elevator	1.7 west of Jamestown	65	Both	9th Subdivision			
03380 Tappen	3.1 west of Ladoga	46	Both	00705 Amenia	2.1 east of Vance	50	Both
2nd Subdivision				10th Subdivision			
03447 Sunny	3.1 west of Mandan	20	East	09289 Agricultural Exp. Spur	0.2 west of Noyes Jct.	33	East
03458 Sweet Briar	6.6 west of Lyons	55	West	09314 Roan	5.0 west of Angus	12	East
03463 Judson	6.5 east of New Salem	18	West	09316 Fertilizer Spur	0.5 east of Warren	7	East
03475 North Almont	4.6 west of New Salem	24	West	09319 Earl Swanson Spur	0.7 west of Warren	17	West
03518 Richardton	5.5 east of Taylor	80	West	09321 Luna	4.1 west of Warren	10	East
03529 Boyle	5.0 west of Taylor	120	Both	Argyle Potato Services Spur	0.3 west of Argyle	17	West
03532 Gladstone	6.7 east of Lehigh	30	West	Industrial Site Spur	1.1 east of Stephen	15	East
03583 Little Missouri	5.2 east of Rider	54	West	09350 S. P. Lopoma Potato Whse. Spur	0.7 west of Kennedy	52	East
03594 Demores	6.0 west of Rider	10	West	Agsgo Dist. Inc.	0.8 east of Hallock	7	East
03618 Wibaux	4.9 west of Yates	10	West	09357 George Weleski Spur	0.7 east of Hallock	7	East
3rd Subdivision				09364 Hill Siding	7.0 west of Hallock	16	Both
03663 Hoyt	7.6 west of Colgate	100	West	09376 St. Vincent	1.8 east of Noyes	13	Both
03701 Benz	3.4 west of Blatchford	100	West	11th Subdivision			
03754 East Joppa	6.2 west of Hathaway	25	West	85805 Glendive Pit	3.6 west of Glendive	2	West
03765 Flynn	5.1 west of Rosebud	100	East	85806 West Glendive Spur	4.3 west of Glendive	35	West
03805 Myers	5.3 west of Hysham	10	East	85811 Stipek	10.7 west of Glendive	10	East
4th Subdivision				85820 Intake	20.1 west of Glendive	10	West
00715 Ayr	6.0 west of Absaraka	48	Both	85844 Crane	8.4 west of Cecil Jct.	10	West
00750 Karnak	6.3 west of Luverne	40	East	59218 Ridgelawn	4.1 east of Fairview	11	West
00777 Glenfield	7.0 west of Sutton	45	Both	59216 Ludington	1.5 east of Fairview	36	Both
00790 Grace City	6.4 west of Juanita	38	Both	59209 Dore	5.2 west of Fairview	50	East
00827 Hamberg	6.1 west of Bremen	36	Both	13th Subdivision			
00839 Wellsburg	6.1 West of Heimdall	46	East	58007 Maza	7.1 west of Churchs Ferry	28	Both
58515 Tatman	15.8 west of J. D. Switch	182	East	14th Subdivision			
00934 Lonetree	4.1 west of Des Lacs	38	Both	58251 Souris	13.0 west of Bottineau	40	Both
00963 Palermo	7.0 west of Blaisdell	28	Both	16th Subdivision			
01009 Ray	6.8 west of Temple	66	Both	58430 Fortar	5.2 west of Glenburn	13	East
5th Subdivision				19th Subdivision			
10059 Argusville	5.6 west of Harwood	45	West	57073 Hamar	6.3 west of Tolna	31	Both
10078 Kelso	6.1 west of Grandin	8	West	20th Subdivision			
10086 Redco Spur	1.7 west of Hillsboro	36	West	85403 Standard Oil Refinery	3.3 west of Mandan	37	East
10104 Tri-Dees Potato Whse	0.8 west of Reynolds	8	East	85404 Duke Spur	3.4 west of Mandan	5	West
10115 Merrifield	4.9 west of Thompson	32	Both	85405 Montana-Dakota Utility	3.8 west of Mandan	55	East
10118 Flaatt	7.8 west of Thompson	13	Both	85478 Republic	2.0 east of Zap	172	Both
10120 Prairie Sub Station	8.8 west of Thompson	10	East	Beulah Mine	4.1 from Beulah	300	Both
6th Subdivision				Antelope Valley Spur	4.5 west of Beulah		East
05301 Powell	4.1 west of PA Tower	17	East	21st Subdivision			
05311 Emerado Air Base Spur	0.5 west of Emerado	125	East	85907 Western Gravel Co	8.3 west of Glendive	20	Both
Forest River Bean Plant Spur	5.3 west of Hannah Jct.	9	Both	85933 Rimroad	8.6 west of Lindsay	18	Both
05378 Keith	5.6 west of Crary	6	East	22nd Subdivision			
55706 McCanna	6.0 west of Hannah Jct.	35	Both	03911 Mike	11.4 west of Sarpy Jct.	7	East
55713 Orr	12.5 west of Hannah Jct.	28	Both	03918 Bob	18.3 west of Sarpy Jct.	6	East
55717 Inkster	16.8 west of Hannah Jct.	40	Both	23rd Subdivision			
58114 Wolford	14.0 west of York	32	Both	86015 Dowlin	2.5 east of Moon	14	East
7th Subdivision				86017 West Moon	16.0 west of Nichols Wye	50	West
05169 Pottlatch Spur	5.6 west of Cass Lake		East	86017 East Moon	15.0 west of Nichols Wye	50	Both
05179 Airport Spur	2.5 west of Bemidji	18	West	24th Subdivision			
05188 Northwood Spur	3.7 west of Wilton		East	55917 Garske	5.2 west of Webster	21	Both
05190 Solway	6.1 west of Wilton	30	Both	55929 St. Joe	4.8 west of Starkweather	14	Both
05216 Lengby	7.0 east of Fosston	14	East	55946 Crocus	6.6 west of Olmstead	13	East
05243 Solar Gas	0.9 east of mentor	66	Both				
05288 Mallory	7.1 west of Fisher	18	East				
055201 Strata	1.3 east of Tilden Jct.	50	Main				
GN Jct.	11.0 east of Tilden Jct.		West				
55213 Red Lake Falls	13.0 east Tilden Jct.		Both				

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens	Name	Miles-Location	Capacity Cars	Switch Opens
26th Subdivision				31st Subdivision			
Rossford Johnson Spur	1.2 west of Park River	20	West	56002 Bingham	2.8 west of Moorhead	626	Both
55768 Easby	5.5 west of Osnabrock	30	Both	56064 Wilds	8.1 west of Eldred	730	East
55781 Dresden	7.0 west of Langdon	34	Both				
27th Subdivision				32nd Subdivision			
56360 Kempton	6.3 west of Larimore	15	East	09251 American Oil Co. Spur	0.7 east of Ada	13	West
56343 Hunter Commodity Spur	0.8 west of Hatton	8	West	09257 Hadler	5.0 west of Ada	31	Both
56344 Olaf Bye & Sons Spur	0.7 west of Hatton	10	West	09275 Greenview	5.9 west of Beltrami	23	Both
56428 Portland	4.5 west of Portland Jct.	30	Both				
56332 Occidental Agri. Chemicals Spur	1.0 west of Mayville	9	East	33rd Subdivision			
56331 Mayville Pelleting Co. Spur	1.1 west of Mayville	6	West	J. R. Dale Farm Supply Spur	0.9 west of Fertile	7	East
Gormley Bean Co.	1.2 west of Mayville	13	West				
28th Subdivision				34th Subdivision			
55528 J. D. Miller Potato Co.	1.5 east of Minto	5	East	55314 Ralston Purina Spur	0.7 west of Warroad	6	East
55527 Process Potatoes Inc.	1.7 east of Minto	9	East	55313 Marvin Elev. Spur	0.8 west of Warroad	33	West
55529 F & R Rudnik	1.3 east of minto	5	East	55303 Salol	12.2 west of Warroad	14	Both
55535 Herriott	4.5 west of minto	39	Both	55293 Farm Services Equip. Spur	1.0 west of Roseau	6	East
55554 Tobiason Gillishammer	1.1 west of St. Thomas	10	East	55290 Roseau Pit	3.0 west of Roseau	36	East
Tri-Campbell Spur	1.5 miles east of Grafton		East	55288 Fox	6.1 west of Roseau	16	Both
				55261 Strathcona	10.2 west of Greenbush	23	West
29th Subdivision				55227 Northwest Pellet Ass'n Spur	3.0 west of Thief River Falls	10	West
Swanson Farmers	1.6 east of Hoople	20	East	FUGTA Elev. Spur	1.0 west of Red Lake Falls	19	West
55610 Hoople Industries	5.5 west of Nash	57	East				
55611 Folsom-Fedje Spur	6.0 west of Nash	11	East	35th Subdivision			
55614 Hoople Potato Products Inc. Spur	0.5 west of Hoople	16	East	57219 Dana	8.1 west of Moffitt	3	East
Murray Bean Co.	6.2 west of Hensel	3	East				
55630 Cominco Fertilizer & Valley Bean Ass'n Spur	0.7 east of Cavalier	14	West	36th Subdivision			
55645 Ted Eggan Potato Whse	1.4 east of Walhalla	8	West	58607 Hartland	6.2 west of Berthold	21	Both
55646 Johnson Potato Co. Spur	1.2 east of Walhalla	13	East	58654 TXL Track	13.2 west of Coteau	33	Both
M.T.K. Inc. Spur	1.6 east of Walhalla	8	West	58663 Stampede	5.9 west of Lignite Jct.	34	Both
Ultra Systems	1.5 east of Walhalla	90	Both				
30th Subdivision				38th Subdivision			
Potato Whse. Spur	0.4 west of Drayton	30	East	58818 Lunds Valley	6.3 west of Lostwood	24	Both
Drayton Potato Packer Spur	0.8 west of Drayton	12	East	58844 Hamlet	7.9 west of McGregor	25	Both
American Crystal Plant	1.5 west of Drayton	Yard	Both				
55469 Pittsburg	4.7 west of Drayton	35	Both	39th Subdivision			
				59301 Hardy Beet Spur	1.4 east of Fairview	59	Both
				59324 Rawson	4.8 east of Alexander	30	Both

Dr. Thomas V. Mears, Chief Medical and Safety Officer Overland Park, Kansas
 Dr. Hi. E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

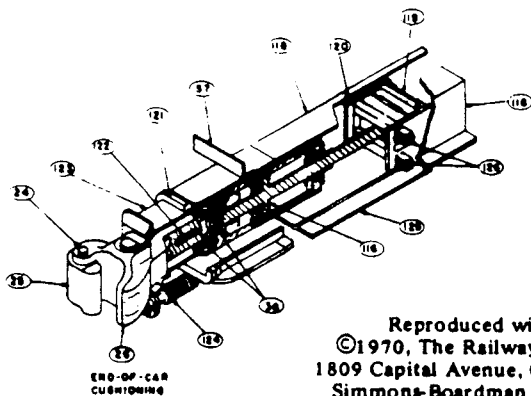
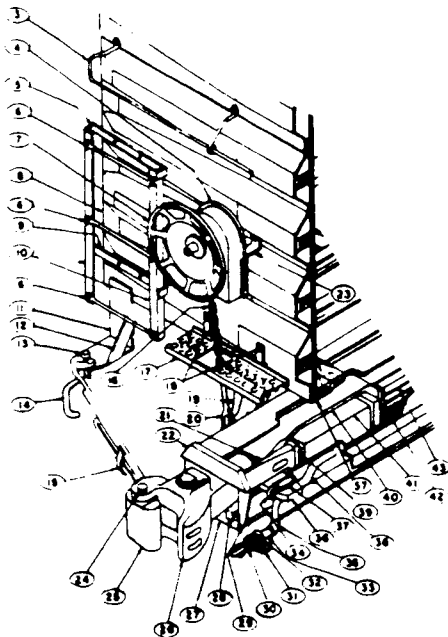
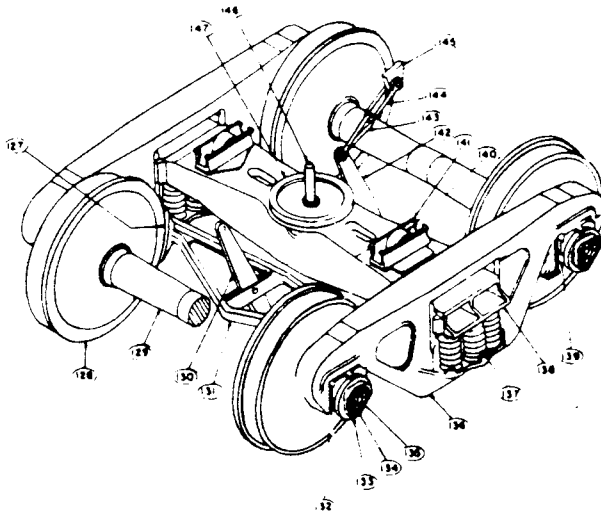
MEDICAL EXAMINERS AND LOCAL SURGEONS

* Family Health Center Aberdeen
 Dr. Arlin Myrmoe Aberdeen
 Dr. A. C. Voegel Aberdeen
 Midland Medical Clinic Aberdeen
 * Alexandria Clinic Alexandria
 * Bemidji Clinic Bemidji
 * Benson Medical Center Benson
 * Billings Clinic Billings
 * Billings West Medical Center Billings
 Family Practice Center Bismark
 Med Dakota Clinic Bismark
 Dr. R. J. Dunnigan Bismarck
 Dr. R. L. Jennings Bismarck
 * Lake Region Clinic Brainerd
 * Dr. K. J. Brecker-MeritCare Clinic Breckenridge
 * Dr. N. R. Kippen-MeritCare Clinic Breckenridge
 * Northwestern Clinic Crookston
 Dr. Dennis R. Wicks Custer
 Dr. Steven Fisher Custer
 * Dakota Clinic Detroit Lakes
 * Lake Region Clinic Devils Lake
 * Dickinson Clinic Dickinson
 Dr. E. R. Mendoza Fargo
 * MeritCare Clinic Fargo
 * MeritCare Clinic SW Branch Fargo
 Dr. Daniel L. Lembcke Fergus Falls
 Dr. James K. Cope Forsyth
 Fosston Clinic Fosston
 * Glendive Medical Center Glendive
 Dr. M. W. Schefflo Grafton
 Dr. W. P. Teevens Grafton
 *UND Family Practice Center/William Mann Grand Forks
 * Valley Medical Association Grand Forks
 North Star Clinic Grand Rapids
 Dr. K. R. Carter Granite Falls

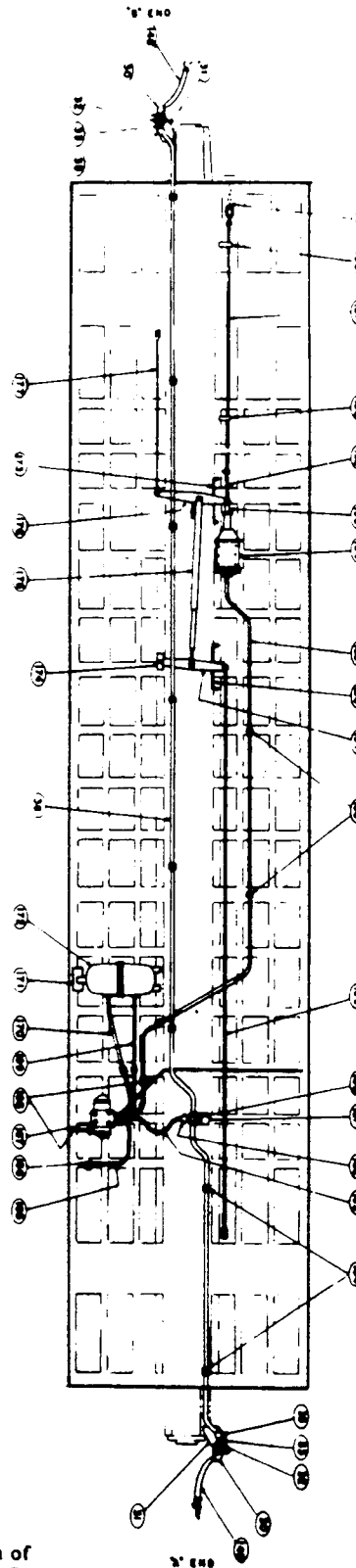
* United Clinic-Dr. Gerald T. Sailer Hettinger
 Dr. F. H. Walter International Falls
 Dr. C. B. Fabel Jamestown
 * Dakota Clinic Jamestown
 * Langdon Clinic Langdon
 Dr. C. O. Haugen Larimore
 Laurel Medical Center Laurel
 Dr. D. A. Carlsen Mandan
 Dr. P. M. O'Campo, Jr. Mandan
 Dr. Paul Martin Marshall
 * Milaca Medical Clinic Milaca
 Milbank Clinic Milbank
 Garberson Clinic Miles City
 * Medical Arts Clinic Minot
 * Dr. Michael Haley Mitchell, S. D.
 Dr. L. M. Linde-Mobridge Clinic Mobridge
 * Mobridge Medical Clinic Mobridge
 Dr. John A. Gjevre (MeritCare Clinic) Moorehead
 Dr. Robert H. Delano Northwood
 Dr. Robert Ross Ortonville
 Dr. R. H. Herseth Roseau
 * Johnson Clinic Rugby
 * Central Minnesota Surgeons St. Cloud
 Dr. Vernon E. Neils St. Cloud
 * Surgical Consultants St. Cloud
 Dr. Peter Johnson (Falls Clinic) Thief River Falls
 Dr. Neil A. MacDonald Valley City
 * Drs. Dan/Evelyn Aguila Wahpeton
 MeritCare Clinic (Beithon) Wahpeton
 Dr. G. Robert Bartron Watertown
 * Craven-Hagan Clinic Williston
 Dr. Michael T. Anderson Willmar
 Dr. Charles M. Burns Winnipeg
 Dr. Fred DuVal Winnipeg
 Dr. George A. Waugh Winnipeg

* Indicates that two or more physicians are authorized to perform Burlington Northern industrial examinations.

CAR CHART



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3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/4"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/4"
170. Emergency reservoir pipe, 1/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

DAKOTA DIVISION SPECIAL PROJECT RECOLLECTABLE
CODES - SEPTEMBER 1988

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0031	31.20	M/O OF SOO LINE I/L AT ERSKING, MN.	J0164
0033	89.30	M/O OF INTERLOCKER IN GRAND HARBOR, ND NEAR DEVILS LAKE, ND	J0164
0034	182.00	M/O OF INTERLOCKER IN NORFOLK, ND NEAR KARLSRUHE, ND	J0165
0220	64.00	MTCE OF XING SIGNALS HWY 81 NORTH AMERICAN CRYSTAL SUGAR CO. BN 3324	J0165
0245	90.50	M/O OF THE NOYES, MN STATION	J0005
0220	64.00	M/O OF THE NOYES, MN STATION	J0005
0245	90.50	EXCLUSIVE SOO LINE LONG DIST- ANCE TELEPHONE CHARGES AT NOYES	J0303
0288	4.00	MNDAK SUGAR BEET PLANT WAH- PETON, ND	085DK000002

NOTES



**SCHEDULED TIMES FOR NATIONAL RAILROAD PASSENGER CORPORATION (NRPC) TRAINS
TO BE USED FOR INFORMATION PURPOSES ONLY,
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIME(S) SHOWN.**

WEST WARD ↓	1007 NRPC Daily	STATION	1008 NRPC Daily	↑ EAST WARD
	DAKOTA DIVISION 1st SUBDIVISION			
		DILWORTH 2.4		
		MOORHEAD JCT.		
	DAKOTA DIVISION 9th SUBDIVISION			
		MOORHEAD JCT. 2.0		
	s0433 0438	FARGO PSGR STATION 0.1	0050 s0045	
		FARGO YARD OFFICE		
	DAKOTA DIVISION 5th SUBDIVISION			
		FARGO YARD OFFICE 74.4		
	s0550 0555	WEST GRAND FORKS	2324 s2319	
	DAKOTA DIVISION 6th SUBDIVISION			
	s0717 0722	DEVILS LAKE 57.2	2159 s2156	
	s0826	RU GBY 54.0	s2050	
		SURREY		
	DAKOTA DIVISION 4th SUBDIVISION			
		SURREY 7.3		
	s0937 0952	MINOT 53.6	1940 s1925	
	s1042	STANLEY 66.4	s1830	
	s1152	WILLISTON	1725	

DAKOTA DIVISION TIMETABLE NO. 1, SUPPLEMENT NO. 1

SCHEDULED TIMES FOR NRPC TRAINS TO BE USED FOR INFORMATION PURPOSES ONLY,
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN.

In Effect at 0001, Continental Central Time
Sunday, May 21, 1989

WEST
WARD
↓

1007 NRPC Daily	STATION	1008 NRPC Daily
DAKOTA DIVISION 1st SUBDIVISION		
	DILWORTH 2.4	
	MOORHEAD JCT.	
DAKOTA DIVISION 9th SUBDIVISION		
	MOORHEAD JCT. 2.0	
s0511 0516	FARGO PSGR STATION 0.1	0045 s0040
	FARGO YARD OFFICE	
DAKOTA DIVISION 5th SUBDIVISION		
	FARGO YARD OFFICE 74.4	
s0631 0636	WEST GRAND FORKS	2319 s2314
DAKOTA DIVISION 6th SUBDIVISION		
s0754 0759	DEVILS LAKE 57.2	2154 s2151
s0902	RUGBY 54.0	s2045
	SURREY	
DAKOTA DIVISION 4th SUBDIVISION		
	SURREY 7.3	
s1009 1024	MINOT 53.6	1935 s1920
s1114	STANLEY 66.4	s1825
s1226	WILLISTON	1720

PEEL OFF THE BACK OF THIS SELF-ADHESIVE SUPPLEMENT BY FOLDING AT A SLIT.
ATTACH THE SUPPLEMENT TO PAGE 47, DAKOTA DIVISION TIMETABLE NO. 1.

**PERFORM SWITCHING IN A MANNER
WHICH WILL AVOID DAMAGE TO
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

TRACK BULLETIN FORM B

The engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

Engineer will state: "Burlington Northern engineer, (train designation), calling foreman in charge of Track Bulletin Form B No _____, line No _____. My location is MP _____ on (specify track), over."

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman _____ (name) _____ (or Gang No. _____) using train order (track bulletin) No. _____ line No. _____ between MP _____ and MP _____ on _____ Subdivision."

(a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:
"_____ (train) _____ may pass red flag located at MP _____ (or enter limits) on (specify track) without stopping, over."

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:
"_____ (train) _____ may proceed through the limits at _____ MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(c) To require train or engine to move at a speed less than restricted speed, the following speed will be added:
"_____ (train) _____ proceed at restricted speed but not exceeding _____ MPH (adding, if necessary, 'until reaching _____ MP '), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.