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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

W. H. WASSERBURGER	Mgr., Operating Practices	Fargo
J. A. MARTIN	Trainmaster	Mandan
A. E. FRY	Trainmaster	Mandan
M. C. SHIRCLIFF	Trainmaster	Dickinson
A. M. RIO	Trainmaster	Glendive
J. G. MISKULIN	Trainmaster	Glendive
T. M. WAMBOLT	Trainmaster	Forsyth
G. S. LANTRIP	Trainmaster	Forsyth
E. J. BEIL	Trainmaster	Hettinger

Dilworth Terminal

E. R. TORRENCE	Terminal Manager	Dilworth
A. L. SIMMERT	Trainmaster	Dilworth
G. A. WARNING	Trainmaster	Dilworth

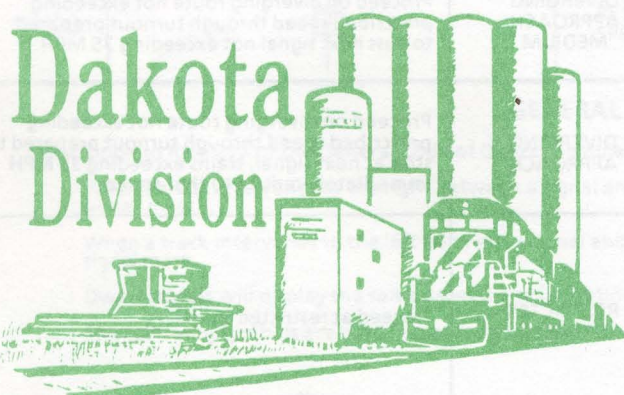
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M. L. PLOTT	Division Maintenance Engineer	Fargo
W. G. DAHLIN	Division Maintenance Engineer	Fargo

Transportation Department

M. H. Steele-Director, Transportation, St. Paul

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D. R. CASEY	Region Chief Dispatcher	Minneapolis
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Dakota Division

Where Safety and Service are a Tradition

Printed in U.S.A.



NORTHERN REGION

DAKOTA DIVISION

TIMETABLE NO. 2

IN EFFECT AT 0001

Continental Central Time

Continental Mountain time

Sunday October 29, 1989

Including National Railroad Passenger Corporation (NRPC) Trains



Region Vice President
W. W. FRANCIS

Division General Manager
H. D. ROBINSON

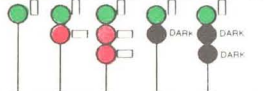

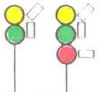

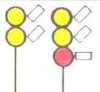

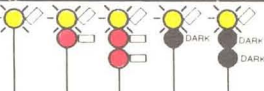

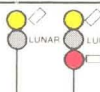

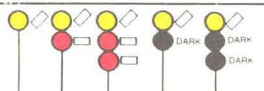

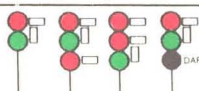

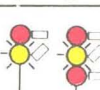

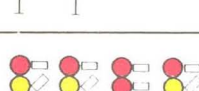

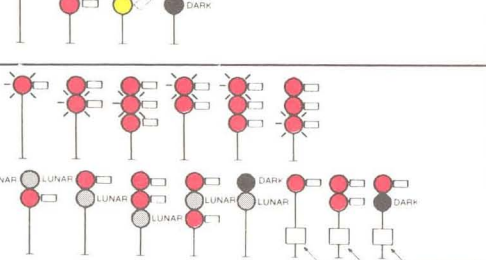

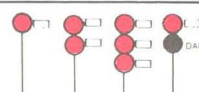

Vice President Service Design
W. A. HATTON

SIGNAL ASPECTS AND INDICATIONS

DISTANT SIGNALS

Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name	Indication
228			DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
229			DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.




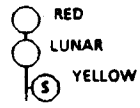



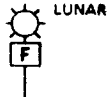
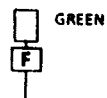
BLOCK AND INTERLOCKING SIGNALS

230			CLEAR	Proceed.
232			ADVANCE APPROACH	Proceed prepared to stop at second signal.
233			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
235			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236			APPROACH	Proceed prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
237			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
239			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
241			RESTRICTED PROCEED	Proceed at restricted speed.
242			STOP	Stop.

SPECIAL INSTRUCTIONS

3

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

RULE	ASPECTS	NAME	INDICATION
248(B)	 LUNAR	TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
248(C)	 LUNAR	BLOCK INDICATOR	Block clear.
248(D)	 LUNAR	BLOCK INDICATOR	Block occupied.
248(E)	 RED LUNAR YELLOW	SPRING SWITCH INDICATOR	When lunar is not illuminated, stop and inspect spring switches per Rule 104(M).
248(G)	 LUNAR LUNAR	FAILED EQUIPMENT INDICATOR	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.
248(H)	 LUNAR LUNAR	FAILED EQUIPMENT INDICATOR	When flashing, no failed equipment has been detected.
248(I)	 LUNAR	SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
248(J)	 LUNAR	SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
248(K)	 GREEN	RESUME SPEED	End of slide fence restriction; resume speed.

GENERAL SIGNAL INSTRUCTIONS


In addition to Rule 227 of the General Code of Operating Rules, the following General Signal Instructions apply on Burlington Northern Railroad.


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.

Dwarf signals will display the same aspects and indications as high signals.

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate flashing light;

 To indicate color light signal head;

 To indicate position of semaphore arm.

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
Trains over 100 Tons/OB	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 979026-979036	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 416 of the Air Brake 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.

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, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980.
	GP-18	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, 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	2030-2031, 2044, 2048-2049, 2054, 2057-2058, 2063.
	GP-20-C	2000-2005, 2007-2010.
	GP-30	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.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-X	2155-2189.
	GP-38-2	2078-2109, 2136, 2150-2154, 2255-2314, 2316-2369, HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2215, 2253.
	GP-35	2511, 2514, 2516, 2518, 2522-2524, 2526, 2528-2534, 2537, 2540-2543, 2551, 2555-2557, 2559-2560, 2570, 2572, 2576, 2579.
	GP-38-2B*	2601.
	GP-39-E	2750-2758, 2925-2940.
	GP-39-M	2800-2832, 2875-2880.
	GP-40	3000-3001, 3008-3012, 3019, 3022-3023, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-G	3075-3084.
	GP-40-M	3500-3523.

Group	Model	Locomotive Numbers
E	GP-40-2	3040-3064.
	GP-50	3100-3162.
	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	GEEX 8000-8001, LMX 8500-8599.
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, 6240, HL 504-505.
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, 5330-5334, 5339-5362, 5364-5394, 5800-5801, 5806-5811, 5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5928, 5935, 5939-5944.
	SD-9	6241-6247.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6346-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900, 6905, 6907-6913, 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-40-G	7300-7309.
	SD-60	OWY 9000-9099.
		*Cabless.

4. Restrictions on Cars

Following equipment must be placed next ahead of caboose or at rear of caboosless 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 979026-979036.

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 caboosless 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.

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.

SPECIAL INSTRUCTIONS

7

RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

When load is handled through turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear of other on-track equipment.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE 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. Observe track center restrictions for 11 ft. 6 in. wide loads.	KILOGRAM	Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. wide loads.	LIMA	Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. 4 in. wide loads.	MIKE	Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. 8 in. wide loads.	NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. wide loads.	OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. 4 in. wide loads.	PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
GOLF	LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. 8 in. wide loads.	QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
HOTEL	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.	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.
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved portion of adjacent tracks. Normal speed may be resumed if other train has stopped.	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.
JULIET	Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks. Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.	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. Trackside 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.

200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals. **EXCEPTION:** When available, 163 degree Fahrenheit heat-indicating crayons may be used to test temperature of roller bearing journals when the outside temperature is below 32 degrees Fahrenheit.

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 axes 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 Division Engineer of Communications and Control Systems. 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.
"... (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, SECOND EDITION, effective October 29, 1989.

Air Brake and Train Handling Rules, Form 15338, Revised 10/29/89.

Train Dispatcher's Manual, Form 51545, Revised 10/29/89.

Operator's Manual, Form 15472, Revised 10/29/89.

Maintenance of Way Rules, Form 15125, Revised 10/29/89.

Safety Rules and General Rules, Form 15001, Revised 8/81.

Rules Governing the Handling of Hazardous Materials, effective October 29, 1989.

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

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 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- 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.
- T - Turntable or wye.
- U - Railroad crossing not protected by signals or gates.
- X - Crossover.
- X(2) - Multiple crossovers.
- Y - Yard limits.

Rule 10(E)- following paragraphs are added:

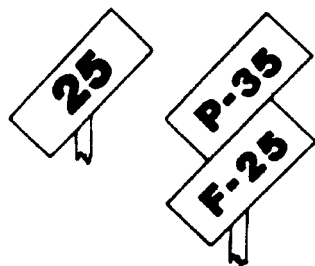
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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.

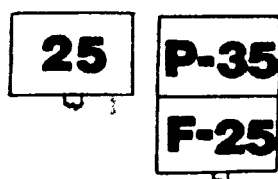
At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign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

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

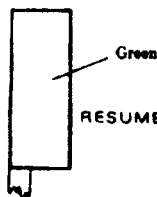
ADVANCE WARNING SIGN



SPEED SIGN



RESUME SPEED SIGN



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 trains.

Rule 82. The following last paragraph is added:

In CTC territory, a reverse movement must not be made over a dual control switch without permission of the control operator.

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 by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. 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 104(M)(4)- second 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 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 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 with such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Track Warrant Form- Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

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

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

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

Printed in U.S.A.

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.

14. Maintenance of Way Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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.

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

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-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.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Track Warrant Form- Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

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

Printed in U.S.A.

15. Safety Rules and General Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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-following paragraph is added:

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 411-are cancelled. BN Intermodal/Automobile Facility Safety Rules and General Rules, Form 16404 June 1, 1989, govern personnel whose duties require them to be within the confines of a BN Intermodal or Automobile facility. This book is available at Material Department Stores. Burlington Northern Railroad employees are governed by the following rules from this publication.

I-10 Vehicles operating within Intermodal or Automobile Facilities shall not exceed 15 MPH unless otherwise posted. Slower speeds are required as conditions warrant to prevent accidents.

I-13 Loading/unloading operation and rail car movement is to be expected at all times on Intermodal or Automobile Facilities.

I-14 All personnel must exercise extreme care during loading/unloading operations. Those personnel whose duties require them to be close to the load/unload operations must keep hands and bodies clear of loading devices, intermodal equipment or railcar and its connection to prevent injury.

I-15 Personnel must stand clear of tractors and trailers when such equipment is being coupled or uncoupled.

I-22 Tracks must not be entered or cars must not be coupled or moved within an Intermodal or Automobile Facility without proper designated authority.

To prevent access to the Facility:

a. Each switch providing direct access must be lined against movement into the Facility and secured with a private lock under control of the supervisor in charge of the Facility; or

b. If "a" is not practicable, a derail capable of restricting access, must be placed in derailing position 150 feet from the Facility, if distance permits, and locked with a private lock under control of the supervisor in charge. Derail must not be placed on a main track.

I-32 All accidents, injuries and hazardous material incidents, must be reported immediately to proper designated authority. Required forms must be completed and submitted before leaving property.

Rule 564-following paragraph is added:

Sexual harassment of any type is prohibited while on duty or on Company property. Employees who feel they have been sexually harassed must contact their immediate supervisor or divisional/regional Director of Human Resources or Corporate Director of Employee Relations.

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. 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.

17. Helper Behind Caboose

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

18. 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.

19. Certificate of Rules Examination

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

20. Dumping Toilets

Dumping of toilets is prohibited when:

- Passing through limits of Track Bulletin Form B
- Passing by any location where any person is known to be present on railroad right of way
- In tunnels and snowsheds
- Passing over bridges
- At stations
- 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.

21. 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 Maintenance of Way Rules, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

22. 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.

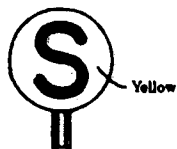
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

23. Physical Examinations

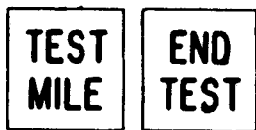
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

24. **Roadway Signs-** Except as shown, roadway signs have white background and black letters and/or numbers.

ROADWAY SIGNS



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle
Rule 15(I)

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



Derail
Rule 104(L)



Fouling Point

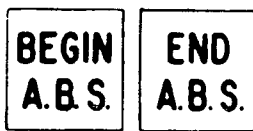


Stop
Rules 98 and 98(B)

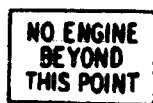


Stop

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



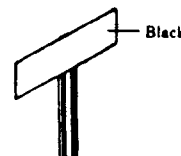
Begin and End ABS



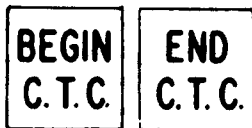
No Engine Beyond This Point



Westward Siding or
Eastward Siding
Rule 105(A)



Flanger



Begin and End CTC



No Clearance



One Mile Draw Span
Rule 98



Signal Overlap
Rule 303

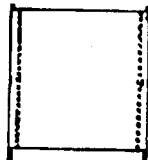


End of Overlap
Rule 303



Track Flag

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



Track Flag



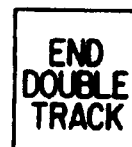
Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93



End Double Track

SPECIAL INSTRUCTIONS

25. 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

20

LEN

SPH

150

140

130

120

110

100

90

80

70

60

50

40

30

20

LEN

SPH

150

140

130

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LEN

SPH

150

140

130

120

110

100

90

80

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS				Distance from Surrey Jct. Switch	EAST WARD ↑		
					Rule 6							
			26	31.2	DT	SURREY JCT. SWITCH			JX	CTC	0.0	
				38.8		7.8					7.8	
	03279			43.8		MAGNOLIA						
						5.0					12.8	
	03285			49.7		BUFFALO						
						5.9					18.7	
	03288			52.4		TOWER CITY						
						2.7					21.4	
6.306	03288			52.4		KOLDOK						
						7.9					29.3	
6.648	03296			60.4		PEAK						
						5.2					34.5	
	03301			65.5		VALLEY CITY						
						3.7					38.2	
6.330			69.2	SOUTH BEREA								
				1.0					39.2			
6.371	03306		70.2	NORTH BEREA								
				5.9					45.1			
7.940	03312		76.1	SANBORN				JT				
				5.3					50.4			
6.470	03317		81.4	ECKELSON								
				7.7					58.1			
6.302	03325		89.1	SPIRITWOOD				Y				
				5.6					63.7			
	03331		94.7	BLOOM								
				6.0								
			38	99.2	DT				TWC ABS			
				92.2		JAMESTOWN				BJK		69.7
	03336			93.7		TX(2)Y						
						6.0						75.7
	03342			99.7		ELDRIDGE						
						9.3						85.0
7.243	03352			109.0		WINDSOR						
						3.8						88.8
	03356			112.8		CLEVELAND						
						8.7						97.5
7.336	03364			121.5		MEDINA						
						12.9						110.4
11.585	03377			134.5		LADOGA						
						16.5						126.9
7.396	03394		151.0	STEELE								
				10.7					137.6			
8.595	03404		161.9	DRISCOLL								
				7.8					145.4			
6.131	03412		169.6	STERLING								
				6.6					152.0			
4.531	03419		176.2	McKENZIE				JT				
				5.5					158.5			
7.827	03424		181.6	BURLEIGH								
				12.8					117.3			
7.866	03437		194.4	BISMARCK				AY				
				5.8					177.1			
	03444		200.3	MANDAN				BJKTY				

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

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

1. Maximum Speeds Permitted- Zone-Between	Up to 100 tons/OB	Over 100 tons/OB
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.	30 MPH.
Jamestown-Over spring switch on west- ward track at west end of yard	30 MPH.	30 MPH.
Jamestown-through crossover at MP 93.1	5 MPH.	
MP 108.0 and MP 112.5	50 MPH.	
Signal 190.7 (Westward headend re- striction)	55 MPH.	
MP 192.0 and MP 200.0	35 MPH.	35 MPH.
Trains through No. 20 turnouts and on sidings at the following locations:		
Magnolia- Through turnout end of double track	35 MPH.	35 MPH.
Koldok- East and west siding switches	20 MPH.	20 MPH.

Peak-East siding switch	20 MPH.	20 MPH.
Eckelson- West siding switch	20 MPH.	20 MPH.
Bloom- Through turnout at end of double track	35 MPH.	35 MPH.
Eldridge- Through turnout at end of double track	35 MPH.	35 MPH.
Windsor- East and west siding switches	20 MPH.	20 MPH.
Medina- East and west siding switches	20 MPH.	20 MPH.
Ladoga- East siding switch	20 MPH.	20 MPH.
Steele- East and west siding switches	20 MPH.	20 MPH.
Driscoll- East and west siding switches	20 MPH.	20 MPH.
Burleigh- West siding switch	20 MPH.	20 MPH.
All Other Sidings and turnouts	10 MPH.	10 MPH.
Valley City Low Line:		
Shoefly MP 67.3 and MP 67.5	5 MPH.	5 MPH.
Trackage east of Central Ave.	5 MPH.	5 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

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

South 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 the wye.

Peavy West Elevator, locomotives not permitted over the unloading pit.

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

3. TWC Instructions- Track Warrant Control in effect from MP 31.2, Surrey Jct. Switch and MP 192.0, Bismarck.

Mandan-Eastward departing trains destined beyond Surrey Jct. Switch will obtain Dakota 4th Subdivision track bulletins and Dakota 1st Subdivision track warrant and track bulletins.

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

5. Rule 93-Yard limits in effect between:

MP 87.0 and MP 90.2, Eckelson and Bloom
MP 99.0 between Bloom and Jamestown and MP 95.0 between
Jamestown and Eldridge
MP 192.0 and MP 200.3, Burleigh and Mandan

6. Speed Test Boards- Engineers shall test speed of their trains passing following locations:

Westward Trains- between MP 101.0 and MP 102.0 between Eldridge and Windsor.

Eastward Trains-between MP 188.0 and MP 187.0 between Bismarck 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. Automatic Switches-Magnolia, Bloom, Eldridge, Ladoga, Driscoll, Peak and Burleigh.

To operate switch to enter siding, stop with leading wheels of movement within 75 feet of the absolute signal which governs movement over the switch, then operate push button located on signal mast. After 40 seconds, signal will indicate red over lunar (Rule 240 of the General Code of Operating Rules) when switch is lined for movement into siding.

When the signal which governs movement over an Automatic Switch displays a Stop indication, switch must be operated by hand before proceeding.

When necessary to operate Automatic Switch by hand:

1. Unlock switch lock;
2. Place selector lever in HAND position;
3. Operate hand throw lever until switch points are seen to move with movement of lever;
4. Line the switch for the route to be used; and,
5. The selector lever must not be returned to POWER position until at least one unit or car has passed over the switch.

When switch which has been operated by hand is returned to POWER, the switch will automatically return to normal position after movement over the switch has been completed.

To enter main track and movement is authorized to proceed, movement must be made past overlap sign; further movement must not be made until signal governing movement over switch indicates proceed. If signal does not indicate proceed within 5 minutes, switch may be operated by hand and movement may then be made.

Before proceeding from a Stop indication over an Automatic Switch, switch must be operated by hand.

When automatic switches are operated by hand, they are then hand operated switches and rules governing hand operated switches apply, except cars must not be dropped over them.

With selector lever in HAND position, signals governing movement over the switch will display Stop indication and will be superseded by hand signals.

Maintenance of Way equipment must not pass the overlap sign until authorized to proceed.

10. Sidings-

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

South 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 105 applies-

Trackage between Sanborn and Rogers is Industrial track.

Automatic Interlocking located at MP 9.7.

12. Valley City Low Line-

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

13. 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.

14. Jamestown-

RRVW train crew member must receive permission from Dakota 1st Subdivision dispatcher before occupying main track.

15. 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 48.9	MP 144.4
MP 73.4	MP 172.7
MP 117.5	

16. Train Location Lineups-

Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.

17. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
03270 Wheatland	6.5 west of Casselton	23	East
03301 Valley City Lowline	5.1 east of Berea	Yard	West
03301 Valley City Ind. Park	0.6 west of Valley City	34	East
03321 Urbana	3.9 west of Eckelson	55	East
03326 Ladish Spur	0.2 west of Spiritwood	Yard	Both
03339 Peavy West Elevator	1.7 west of Jamestown	65	Both
03380 Tappen	3.1 west of Ladoga	46	East
03386 Dawson	0.7 west of Ladoga	30	West

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from Mandan	EASTWARD
					Rule 6			
		03444	38	200.3 0.0	MANDAN	BJKTY		
	7,600	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	
	6,524	03491		57.5	9.6 GLEN ULLIN		48.1	
	6,227	03496		63.6	5.5 EAGLE NEST		53.6	
	7,091	03504		70.1	7.1 HEBRON		60.7	
	8,660	03513		79.2	9.1 ANTELOPE		69.8	
	11,234	03524		92.0	11.3 TAYLOR		81.1	
	7,498	03538		104.9	14.4 LEHIGH		95.5	
		03543	39	109.5	4.6 DICKINSON	BKTY	100.1	
	7,651	03553		119.1	10.0 SOUTH HEART	TWC ABS	110.1	
	10,119	03569		134.5	15.4 FRYBURG		126.1	
	9,914	03574		141.0	5.3 SULLY SPRINGS		131.4	
	7,897	03588		155.0	13.7 RIDER		145.1	
	10,531	03599		167.2	12.3 SENTINEL BUTTE		157.4	
	11,564	03607		174.2	7.0 BEACH		164.4	
	7,752	03613		179.8	5.7 YATES		170.1	
	7,047	03621		188.4	8.5 BEAVER HILL		178.6	
	7,356	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	BIJKTY	205.5	

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

Dispatcher Radio Call-in: Mandan-51, New Salem-52, Antelope-53, Dickinson-54, Fryburg-56, Sentinel Butte-57 and Curry-58.

1. Maximum Speeds Permitted- Zone-Between

Up to 100
Tons/OB

Over 100
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 90.0	45 MPH.	
MP 90.0 and MP 109.1	25 MPH.	25 MPH.
MP 109.1 and MP 111.2	40 MPH.	40 MPH.
MP 111.2 and MP 111.6	50 MPH.	
MP 111.6 and MP 127.2	40 MPH.	40 MPH.
MP 127.2 and MP 128.7	35 MPH.	35 MPH.
MP 128.7 and MP 130.9	30 MPH.	30 MPH.
MP 130.9 and MP 135.6	35 MPH.	35 MPH.
MP 135.6 and MP 140.4	40 MPH.	40 MPH.
MP 140.4 and MP 147.0	50 MPH.	
MP 147.0 and MP 166.5	40 MPH.	40 MPH.
MP 166.5 and MP 174.1	40 MPH.	40 MPH.
MP 174.1 and MP 179.6	50 MPH.	
MP 179.6 and MP 186.9	40 MPH.	40 MPH.
MP 186.9 and MP 188.8	50 MPH.	
MP 188.8 and MP 212.7	35 MPH.	35 MPH.
MP 212.7 and MP 213.0		

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

New Salem, Taylor, South Heart, Fryburg,
Sully Springs, Sentinel Butte,
Yates, Hodges and Rider 35 MPH. 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-

Beach- House track restricted to four axle locomotives.

Wibaux- Elevator track restricted to four axle locomotives.

Dickinson- No. 2 track, west 250 feet out of service for trains over 100 tons O/B.

3. TWC Instructions-TWC in effect between MP 4.0 and MP 107.9 and between MP 112.1 and MP 213.5 between Mandan and Glendive.

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

5. Rule 93- Yard limits in effect between:

Mandan and MP 4.0.
MP 107.9 and MP 112.1.
MP 213.5 and Glendive.

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.

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

This switch may be left lined for the main track or the yard, however, it must be locked. Trains must approach this switch expecting it to be lined against the movement.

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

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

12. Industrial Tracks and Other Tracks-

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS	Rule 6	Distance from Glendive
	03649		0.0	GLENDIVE	BIJKTY	0.0
6,293	03656		7.2	COLGATE		7.2
6,993	03668		19.4	MARSH		19.5
6,250	03678		29.6	FALLON		29.6
7,583	03688		39.2	TERRY	J	39.2
6,970	03698		49.3	BLATCHFORD	TWC ABS	49.4
6,975	03708		59.9	SHIRLEY		59.7
7,790	03718		69.8	TUSLER		69.8
5,588	03727		78.6	MILES CITY		78.6
7,635	03733		84.1	ULMER		84.1
6,280	03738		90.4	HORTON		90.3
7,020	03747		98.7	HATHAWAY		98.7
6,800	03760	40	111.3	ROSEBUD		111.3
	03772		123.8	FORSYTH	BKTY	123.7
	03778		129.7	NICHOLS WYE	JT	129.3
6,332	03779		130.2	NICHOLS	CTC	129.6
10,850	03787		138.5	FINCH		138.4
	03795		146.6	SARPY JCT.	J	146.5
6,715	03800		151.2	HYSHAM		151.1
6,105	03815		166.6	BIG HORN		166.5
7,470	03821		172.3	CUSTER	TWC ABS	172.2
6,035	03829		180.8	WACO		180.7
10,100	03843		194.2	POMPEY'S PILLAR		194.0
	03858		209.8	JONES JCT.	J	209.6

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

Train Dispatcher Call-in: Fallon-21, Terry-94, Miles City-23, Hathaway-24, Forsyth-25, Hysham-26 and Pompey's Pillar-27.

1. Maximum Speeds Permitted- Zone-Between

	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 104.5	40 MPH.	40 MPH.
MP 104.5 and MP 123.0	50 MPH.	
MP 123.0 and MP 125.7 head end restriction	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.	
Trains through No. 20 turnouts and on sidings at following locations:		
Marsh-Both siding switches	25 MPH.	25 MPH.
Shirley-West siding switch	25 MPH.	25 MPH.
Nichols Wye-East Jct. switch	25 MPH.	25 MPH.
Finch-Both siding switches	25 MPH.	25 MPH.
Sarpy Jct.-switch	25 MPH.	25 MPH.
Hysham-Both siding switches	25 MPH.	25 MPH.

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Pompey's Pillar-West siding switch	25 MPH.	25 MPH.
Jones Jct. - Switch	25 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. TWC Instructions- TWC in effect between MP 3.0 and MP 122.0 and between CTC Hysham and CTC Jones Jct.**

Trains arriving Terry from the 8th 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.

Forsyth- Eastward departing trains destined beyond Terry via Dakota 8th Subdivision will obtain Dakota 8th Subdivision track warrant and track bulletin(s) and Dakota 3rd Subdivision track* warrant and track bulletin(s).

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.

Laurel- 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 between Jones Jct. and Forsyth.

4. Rule 99- When flagging is required, flagging distance is 2.0 miles.**5. Rule 93- Yard limits in effect:**

Between Glendive and MP 3.0

Between MP 122.0 to Begin CTC at MP 123.16.

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
MP 120.0	

8. Train Location Lineups- Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.**10. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
03663 Hoyt	7.6 west of Colgate	100	West
03754 East Joppa	6.2 west of Hathaway	25	West
03765 Flynn	5.1 west of Rosebud	100	East
03805 Myers	5.3 west of Hysham	10	East
03836 Bull Mountain	8.2 west of Waco	100	Both
03853 Worden	10.3 west of Pompey's Pillar	100	Both

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Dil- Worth	EAST WARD
					Rule 6			
		00673		0.0	DILWORTH	BIKT X(2)Y	0.0	
				3.2				
		00675		5.8	MOORHEAD JCT	IJX(2)Y	2.6	
				8.6	FARGO	JX(2)Y	5.4	
		00679		12.9	WEST FARGO	IJX(2)Y	9.7	
		00683		15.9	FIFE	Y	12.7	
		00686		20.2	MAPLETON		17.0	
		00690		28.4	CASSELTON	JX	24.6	
		00698		31.3	SURREY JCT. SWITCH	J	27.8	
				3.3				
		9,673	00709	10.5	ABSARAKA		35.4	
				24.3				
		9,455	00724	40.7	NOLAN	J	48.9	
		7,744	00736	52.8	PILLSBURY		61.0	
		9,206	00744	60.2	LUVERNE		68.4	
		9,639	00757	73.0	HANNAFORD	J	81.1	
		9,717	00770	86.4	SUTTON		94.5	
		9,693	00784	99.9	JUANITA		108.1	
		8,815	00796	112.7	BRANTFORD		120.9	
		10,498	00808	124.3	NEW ROCKFORD	JT	132.5	
		8,250	00820	136.8	BREMEN		145.0	
		9,154	00833	149.5	HEIMDAL		157.5	
		9,189	00845	161.7	SELZ		169.9	
		9,796	00861	177.0	AYLMER		185.2	
		9,374	00870	186.8	GUTHRIE		195.0	
		9,331	00883	199.6	KARLSRUHE		207.8	
		9,675	00896	211.9	SIMCOE		220.1	
			05495	226.0	SURREY	J	234.2	
		00911		197.9	GAVIN YARD	BJKT	236.5	
		00913		199.7	J. D. SWITCH	X(2)	238.2	
				203.2				
		00917		0.0	MINOT	KX	241.7	
				0.5	SOO TOWER	IJX(2)	241.6	
				4.8	W. L. SWITCH		245.8	
				5.2	GASSMAN SWITCH		246.5	
		00930		13.8	DES LACS		255.0	
		10,333	00939	22.8	BERTHOLD	J	263.8	
		9,643	00956	39.4	BLAISELL		280.3	
		N13,701 S10,139	00970	54.3	STANLEY	JT	295.1	

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Cont. 4th Subdiv MAIN LINE STATIONS	Distance from Dilworth
8,368	00978		61.5	ROSS 12.0	302.4
6,987	00990		73.5	WHITE EARTH 7.9	314.4
	00998		81.8	TIOGA 5.5	322.3
13,309	01003	35	87.4	TEMPLE 11.6	327.8
9,111	01015		99.0	WHEELOCK 5.0	339.4
	01020		104.2	EPPING 17.1	344.4
	01036		121.1	WILLISTON BKTY	361.5

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, Dilworth and Mapleton.

Between MP 251.0/MP 0.0 (Lakes Division) and MP 3.2 employees are under the jurisdiction of Dakota Division General Manager.

Train Dispatcher Call-in: Surrey Jct. Switch-53, Nolan-23, Hannaford-06, Juanita-16, New Rockford-20, Selz-17, Alymer-26, Simcoe-15, Gavin-07, Berthold-01, Stanley-12, White Earth-02, Tioga-03, Epping-04 and Williston-06.

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

1. Maximum Speeds Permitted- Zone-Between	Passenger	Freight
Between Dilworth and Surrey Jct. Switch:		
Against the current of traffic on double track		49 MPH.
MP 0.0 and MP 3.1	75 MPH.	
MP 3.1 and MP 9.1	40 MPH.	35 MPH.
MP 5.7 turnout to 9th Subdivision, Moorhead Jct.	10 MPH.	10 MPH.
MP 6.1 turnout to 9th Subdivision, Moorhead Jct.		10 MPH.
MP 27.0 and MP 28.0 - head end restriction		40 MPH.
Through No. 20 turnouts at:		
MP 0.0 crossover		35 MPH.
MP 12.8 turnout to 9th Subdivision, West Fargo to JY Jct.		25 MPH.
MP 13.0 crossover		35 MPH.
MP 28.3 crossover		35 MPH.
MP 28.4 turnout to RRVW		30 MPH.
MP 30.9 turnout at Surrey Jct. Switch		35 MPH.
Head end speed restrictions for westward freight trains:		
Signal 26.5		50 MPH.
Head end speed restrictions for eastward freight trains:		
Signal 17.6		55 MPH.
Between Surrey Jct. Switch and Surrey:		
Nolan - through curve at MP 24.3		35 MPH.
MP 63.4 and MP 64.3, Luverne bridge		50 MPH.
Head end restriction MP 124.0 and MP 124.7		50 MPH.
Between Surrey and Minot:		
Surrey through No. 20 turnouts	35 MPH.	35 MPH.
Between Simcoe and J. D. Switch		
MP 225.5 and MP 199.7	60 MPH.	50 MPH.
Between J. D. Switch and Minot		
MP 199.7 and MP 200.9 on Main 2	60 MPH.	50 MPH.
Between J. D. Switch and Minot		
MP 200.9 and MP 202.2 on Main 2	60 MPH.	35 MPH.
Between J. D. Switch and W. L. Switch		

MP 202.2 and MP 1.2 on Main 2	35 MPH.	35 MPH.
Between west crossover J. D. Switch and W. L. Switch on Main 1		
MP 199.4 and MP 1.2		35 MPH.
Eastward Freight Main between west switch Diesel Service and west crossover J. D. Switch		25 MPH.
Between Minot and Williston:		
Between Minot and Williston	79 MPH.	
Against the current of traffic		
on double track	59 MPH.	49 MPH.
MP 1.2 and MP 4.7, Main 1 and Main 2	60 MPH.	50 MPH.
MP 4.7 and MP 5.2, Gassman Bridge	50 MPH.	50 MPH.
MP 5.2 and MP 11.2, Westward	60 MPH.	50 MPH.
MP 5.2 and MP 11.2, 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 Temple	70 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	60 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 No. 2		
Minot		35 MPH.
Trains or engines leaving siding on clear signal and through No. 20 turnouts at following locations		
Nolan-West siding switch and Fourth Subdivision junction	35 MPH.	35 MPH.
Absaraka	east and west siding switches	35 MPH.
Pillsbury	east and west siding switches	35 MPH.
Luverne	east and west siding switches	25 MPH.
Hannaford	east and west siding switches	25 MPH.
Sutton	east and west siding switches	35 MPH.
Juanita	east and west siding switches	35 MPH.
Brantford	east and west siding switches	35 MPH.
New Rockford	west switch siding	35 MPH.
Bremen	east and west siding switches	35 MPH.
Heimdal	east and west siding switches	35 MPH.
Selz	east and west siding switches	35 MPH.
Alymer	east and west siding switches	35 MPH.
Guthrie	east and west siding switches	25 MPH.
Karlsruhe	east and west siding switches	35 MPH.
Simcoe	east and west siding switches	35 MPH.
J. D. Switch	west crossovers through turnout	35 MPH.
W.L. Switch	End of double track east end Gassman Bridge.	35 MPH.
Gassman Switch	End of double track west end Gassman Bridge.	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 switches	35 MPH.	35 MPH.
	sidings 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 and west siding switches	35 MPH.	35 MPH.

Item 1A, All Subdivisions, between J. D. Switch and Soo Tower on Main 1.

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

Walum and Dazey- Item 5d not permitted. Locomotives in Group G, H and I not permitted.

3. TWC Instructions-

Track Warrant Control in effect between:

MP 16.4, Fife and MP 28.2, Casselton
MP 5.2, Gassman Switch and MP 13.8, DesLacs
MP 104.2, Epping and MP 118.3, Williston

Between Gassman Switch and Des Lacs and between Epping and Williston, trains will not require Track Warrant authority when moving with the current of traffic.

Dilworth-Westward departing trains destined Dakota 4th, 5th, 9th, 12th, 17th, 18th, 19th or 31st Subdivision will copy track warrant and secure track bulletin(s).

Westward departing trains destined beyond Surrey Jct. Switch will obtain Dakota 4th Subdivision track warrant and Dakota 1st Subdivision track warrant and track bulletin(s).

Eastward departing trains destined Lakes 5th or 13th Subdivision will copy track warrant and secure track bulletin(s).

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 secure track bulletins, if any, at Minot Crew Office.

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

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

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

5. Rule 93-Yard limits in effect between:

East of Bridge 0, east of Dilworth and MP 16.4, west of Fife.
MP 118.3 and MP 120.7 between Epping and Williston.

6. Dilworth, Moorhead, Fargo, West Fargo- Between MP 0.0, Dilworth and MP 16.4, Fife, all train, engine and work equipment movements on main track(s) will be authorized by Dilworth Yardmaster.

Eastward trains and engines held between MP 7.7, 8th Street and West Fargo must not pass 8th Street Fargo until verbal permission is received from Dilworth Control Operator.

Minot- Eastward trains at Gassman Bridge will call the Gavin Yardmaster for instructions. Westward trains departing Gavin Yard will receive route instructions from Yardmaster.

Freight trains departing from downtown Minot will call Minot crew office with their departure time.

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

7. Speed Test Boards- Engineers shall test speed of their trains passing following locations:

Westward trains, between MP 21.0 and MP 22.0, between Mapleton and Casselton.

Eastward 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.

8. Automatic Interlockings not Indicated at Station-

Soo Line crossing 5.1 miles west of Aylmer.

9. Train Inspection- Dilworth/Fargo and Minot- Roll-by inspection required of departing trains at speed not exceeding 10 MPH. Unless otherwise provided in-bound train crew will make inspection of departing train.

Williston- Eastward originating trains will, in the absence of inspection by other employees, inspect both sides of their train at a speed not exceeding 10 MPH.

10. 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 209.2 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 Dilworth and Surrey Jct. Switch-

MP 25.3, both tracks

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 MP 209.2

and between Minot and Epping-

MP 20.1 MP 67.5

MP 46.5 MP 92.1

11. Locomotive cooling water available at Minot, New Rockford, Nolan, Selz, Stanley and Tioga.

12. Rule 105 applies:

Between West Fargo and JY Jct., 9th Subdivision, connecting track is industrial track. Maximum speed 25 MPH.

Between MP 2.0, 9th Subdivision, and Dakota Jct., 5th Subdivision, coal connecting track is industrial track.

Between MP 17.8, Dazey and MP 26.4, Hannaford all tracks are industrial tracks.

Between east and west Wye switches, Gavin Yard, and Tatman is industrial track.

13. Dilworth, Moorhead, Fargo, West Fargo-

When necessary to occupy or foul main track(s) crew member of trains and engines, yard pilots for work equipment, and employees in charge of maintenance, communications and signal employees and work equipment must obtain authorization and route from the Yardmaster. Dilworth Control Operator must be advised of the authorization and route.

When requesting main track authorization, give your name, location, engine number, type of work equipment and specify track or tracks to be used. When authorization is issued to employee in charge, the instructions must be repeated to the yardmaster who will make record in log book. When work is completed and men and equipment clear the main track or tracks, employee in charge must report clear to yardmaster. When authorization has been issued to employee in charge of maintenance employees and/or work equipment, the yardmaster must not authorize a train or engine into the same territory unless permission is granted by the employee in charge.

Yardmaster authorization does not dispense with the use of track flags as required by Rules 10 and 10(A), of the rules of the Maintenance of Way, for impassable track or to provide protection for on-track and/or off-track equipment fouling main track(s).

14. CTC- Rule 350(B)- Following switch not equipped with electric locks:

Karnak

15. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
00692 Norpak	2.4 west of Mapleton	20	East
00695 Dalrymple	5.3 west of Mapleton	37	West
00715 Ayr	6.0 west of Absaraka	48	Both
00750 Karnak	6.3 west of Luverne	12	East
00777 Glenfield	7.0 west of Sutton	45	Both
00790 Grace City	6.4 west of Juanita	27	Both
00827 Hamberg	6.1 west of Bremen	36	Both
00839 Wellsburg	6.1 West of Heimdal	46	East
58515 Tatman	15.8 west of J. D. Switch	182	East
00934 Lonetree	4.1 west of Des Lacs	38	Both
00963 Palermo	7.0 west of Blaisdell	28	Both
01009 Ray	6.8 west of Temple	66	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Fargo Yard Office	
					Rule 6			
		00679	220	0.1	FARGO YARD OFFICE	JTY	0.0	
				23.4				
				25.9	2.5	DAKOTA JCT.	JY	2.5
					6.0			
6,455	10053			31.9	HARWOOD			8.5
					12.4			
3,500	10066			44.4	GARDNER			19.4
					6.3			
6,462	10072			50.6	GRANDIN			25.7
					11.9			
7,367	10084			62.3	HILLSBORO			37.6
					13.8			
				65.9	TAFT		TWC	41.2
					4.2		ABS	
				70.1	CUMMINGS			45.4
				6.0				
6,460	10098		76.1	BUXTON			51.4	
				4.9				
3,971	10103		81.1	REYNOLDS			56.3	
				7.2				
5,618	10110		88.2	THOMPSON			63.5	
				10.6				
			97.7	F.O. SWITCH	IJTY		74.1	
				0.3				
			98.0	WEST GRAND FORKS	Y		74.4	
				0.2				
			98.2	D.L. SWITCH	IJTY		74.6	

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

Train Dispatcher Calls: Harwood-05, Hillsboro-46, Grand Forks-91.

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

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

Passenger Freight

Fargo Yard Office and Dakota Jct.:

MP 23.4 and MP 24.3 25 MPH. 25 MPH.

MP 24.3 and MP 28.0 50 MPH. 30 MPH.

Dakota Jct. and F.O. Switch 70 MPH. 50 MPH.

F.O. Switch and D.L. Switch 10 MPH. 10 MPH.

All trains over 100 tons/OB 40 MPH.

Hillsboro-On old Beet track 5 MPH.

Thompson-Elevator track over scale 2 MPH.

Item 1A, All Subdivisions, applies between MP 55.0 and MP 97.7.

2. Bridge, Engine and Heavy Car Restrictions- Locomotives in Groups G, H and I not permitted on Old Pass Beet Track at Hillsboro and Taft Elevator at Taft.

3. TWC Instructions-Track Warrant Control in effect on this sub-division.

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

5. Rule 93- Yard limits in effect between:

MP 97.5 and MP 98.2.

MP 27.9 and MP 23.4.

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

7. Fargo Yard Office, Dakota JCT.-Between MP 23.4, Fargo Yard Office and MP 27.9, west of Dakota Jct., all train, engine and work equipment movements on main track will be authorized by the Dilworth Yardmaster.

When requesting main track authorization, give your name, location, engine number, type of work equipment and specify track or tracks to be used. When authorization is issued to employee in charge, the instructions must be repeated to the yardmaster who will make record in log book. When work is completed and men and equipment clear the main track or tracks, employee in charge must report clear to yardmaster. When authorization has been issued to employee in charge of maintenance employees and/or work equipment, the yardmaster must not authorize a train or engine into the same territory unless permission is granted by the employee in charge.

Yardmaster authorization does not dispense with the use of track flags as required by Rules 10 and 10(A), of the rules of the Maintenance of Way, for impassable track or to provide protection for on-track and/or off-track equipment fouling main track.

8. Sidings- Trains over 100 Tons/OB must not use any sidings except Hillsboro, Thompson, Grandin and Buxton.

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

Hillsboro siding located between MP 60.0 and MP 61.7.

9. 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

10. Speed test boards-Engineers shall test speed of their trains at following locations:

Westward trains between MP 34 and MP 35.

Eastward trains between MP 91 and MP 90.

11. Rule 105- applies between Dakota Jct. and MP 2.0, 9th Subdivision. Coal Connecting track is industrial track.

12. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
10078 Kelso	6.1 west of Grandin	8	West
10086 Redco Spur	1.7 west of Hillsboro	36	West
10104 Tri-Dees Potato Whse	0.8 west of Reynolds	8	East
10115 Merrifield	4.9 west of Thompson	32	Both
10118 Flaot	7.8 west of Thompson	13	Both
10120 Prairie Sub Station	8.8 west of Thompson	10	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS	Distance from D. L. Switch
		220	98.2	D.L. SWITCH IJTY	0.0
			0.4		
7,581	05310		12.3	11.9 EMERADO	11.9
	05316		18.3	6.1 ARVILLA	18.0
9,288	05323		24.3	6.0 LARIMORE J	24.0
	05325		26.7	2.3 HANNAH JCT.	26.3
	05336		38.3	11.6 NIAGARA	37.9
	05343		44.5	6.3 PETERSBURG	44.2
8,883	05348		50.3	5.8 MICHIGAN	50.0
8,908	05359		60.7	10.4 LAKOTA JT	60.4
	05368		69.6	8.9 DOYON	69.3
	05373		74.5	4.8 CRARY	74.1
	05383	33	85.3	10.8 DEVILS LAKE BJTYX	84.9
	05396		98.2	12.9 PENN	97.8
6,511	05402		104.2	6.0 CHURCHES FERRY JT	103.8
8,214	05414		115.7	11.5 LEEDS	115.3
4,540	05420		121.9	6.2 YORK JT	121.5
	05426		127.8	5.9 KNOX	127.4
	05432		133.4	5.6 PLEASANT LAKE	133.0
6,286	05441		142.4	9.0 RUGBY JT	142.0
3,586	05446		147.6	5.2 TUNBRIDGE	147.2
8,882	05460		161.3	13.7 TOWNER JT	160.9
3,574	05481		182.0	19.7 GRANVILLE JT	180.6
3,621	05487		188.9	6.9 NORWICH	187.5
	05495		196.3	7.4 SURREY JX	194.9

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

Train Dispatcher Calls: Grand Forks-91, Larimore-31, Lakota-18, Devils Lake-19, Leeds-10, Towner-09 and Gavin-97.

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

1. Maximum Speeds Permitted- Zone-Between

	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.

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. TWC Instructions-Track Warrant Control in effect on this Sub-division.

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.

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

5. Rule 93-Yard limits in effect between:

MP 88.5 and MP 84.3

MP 0.7 and 98.2 between Emerado and D.L. Switch.

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

MP 39.6

MP 43.7

MP 84.7

MP 92.5

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

9. Speed Test Boards- Engineers shall test speed of their train passing the following locations:

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.

10. Automatic Interlockings not Indicated at Station-

Soo Line Crossing4.7 miles west of Devils Lake

11. Rule 105 Applies- Track between York and Wolford is industrial track. Maximum speed 25 MPH.

Track between Hannah Jct. and Inkster is industrial track.

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

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

14. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
05301 Powell	2.5 west of D. L. Switch	17	East
05311 Emerado Air Base Spur	0.5 west of Emerado	125	East
Forest River Bean Plant Spur	5.3 west of Hannah Jct.	9	East
55706 McCanna	6.0 west of Hannah Jct.	35	Both
55713 Orr	12.5 west of Hannah Jct.	28	Both
55717 Inkster	16.8 west of Hannah Jct.	40	Both
05378 Keith	5.6 west of Crary	6	East
58114 Wolford	14.0 west of York	32	Both
05468 Denbigh	8.8 west of Towner	15	East

MP 106.5 and D. L. Switch 10 MPH.
 East leg of Wye track for 10th Subdivision 5 MPH.
 Northwood Spur - MP 82.3..... 5 MPH.

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

Tilden Jct. and Red Lake Falls- Engines in Group G, H and I not permitted.

3. TWC Instructions- Track Warrant Control in effect on this Subdivision.

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

5. Rule 93- Yard limits are in effect between:
 MP 103.0, Fisher and East Grand Forks.
 MP 102.0, Rosby and Cass Lake.

6. Sidings- Loaded coal trains not permitted.
 All sidings maximum speed 10 MPH.

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. Rule 105 Applies- Track between Tilden Jct. and Red Lake Falls is industrial track. Derrail placed at MP 59.0.

10. Potlatch Spur- hinged wheel stops placed on both ends of plant track in building.

11. Speed Test Boards- Engineers shall test speed of their trains at following locations:
 Eastward trains between MP 97 and MP 96 between East Grand Forks and Fisher.
 Westward trains between MP 98 and MP 97 between Cass Lake and Rosby.

12. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
05169 Potlatch Spur	5.6 west of Cass Lake		East
12010 Bemidji Industrial Park	1.0 west of Rosby		East
05188 Northwood Spur	3.7 west of Wilton		East
05216 Lengby	7.0 east of Fosston	14	East
05243 Solar Gas	0.9 east of mentor	66	Both
05288 Mallory	7.1 west of Fisher	18	East
05201 Strata	1.3 east of Tilden Jct.	50	West
GN Jct.	11.0 east of Tilden Jct.		West
55213 Red Lake Falls	13.0 east Tilden Jct.	8	West
55044 Fertile	20.5 east of Retland Jct.	45	Both
Runaround track	11.0 east of Tilden Jct.	7	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS	Distance from Cass Lake
	05163		105.2	CASS LAKE BKTY	0.0
3,660	05172		95.6	ROSBY	9.6
	05178		90.3	BEMIDJI J	15.3
8,129	05184		84.1	WILTON	21.4
	05196		72.0	SHEVLIN	33.7
	05203		65.1	BAGLEY	40.4
8,239	05211	31	57.7	EBRO	47.7
3,688	05224		44.7	FOSSTON	60.7
9,033	05231		37.2	McINTOSH	68.3
3,823	05237		31.2	ERSKINE AJ	74.4
	05244		24.5	MENTOR	81.1
	05251		17.7	TILDEN JCT.	88.0
9,038	05255		12.9	BENOIT	92.5
	05265		2.9	REDLAND JCT. J	102.7
			0.0	CROOKSTON JCT. J TWC	105.6
	05270		81.0	CROOKSTON BKT	106.9
			82.3	NORTH CROOKSTON JCT.	108.5
7,710	05280	32	93.1	FISHER	117.7
			106.8	EAST GRAND FORKS Y	131.4
	05295		109.9	GRAND FORKS BIJKT	134.5
		220	110.2	G. F. SWITCH IJTY ABS	134.8
			98.2	D. L. SWITCH IJTY	135.8
			0.4		

BN Radio Channel No. 1 in service on this Subdivision.
 Train Dispatcher Calls-Schley-03, Bagley-82, Fosston-81,
 Grand Forks-91, Bemidji-72, and Tilden Jct.-75.

1. Maximim Speeds Permitted-
Zone-Between

Freight

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.
 Fisher and Redland Jct. MP 84.0 and MP 1.0 30 MPH.
 Head end restriction, Bemidji
 Between MP 89.5 and MP 91.6 35 MPH.
 MP 105.5, Fisher and MP 106.5, East Grand Forks..... 25 MPH.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS	Rule 6	Distance from Mo-bridge
13.061	08405		805.0	MOBRIDGE	T	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
7.801	08482		882.1	MORRISTOWN	CTC	77.1
6.520	08495		894.6	THUNDERHAWK		89.6
8.344	08510		909.7	PETREL		104.7
10.274	08527		927.5	HETTINGER	BKY	122.5
8.139	08536		936.1	BUCYRUS		131.1
	08549	2005	949.2	KNIFE RIVER		144.2
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
11.424	08615		1015.6	BAKER	TWC ABS	210.6
4.616	08628		1028.1	PLEVNA		223.1
6.534	08644		1043.9	ISMAY		238.9
8.946	08659		1058.9	MILDRED		253.9
6.542	08673		1073.3	BLUFFPORT		268.3
	03688		1078.9	TERRY	J	273.9

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

Dispatcher Radio Call-in Codes: Mobridge-98, Walker-83, Thunderhawk-84, Hettinger-93, Bowman-28, Marmarth-29 and Ismay-30, Terry-94.

1. Maximum Speeds Permitted- Zone-Between

Freight

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. TWC Instructions- Track warrant control in effect between MP 930.0, Hettinger and MP 1078.9, Terry.

Track warrant control is computerized between Hettinger and Terry. Since mile post locations of more than three digits cannot be issued using, CTWC, computerized track warrant control, MP 1000 or greater will not be used. MP 1000.1 through MP 1078.9 will be designated on track warrants as MP 0.1 through MP 78.9.

Hettinger- Westward departing trains destined beyond Terry will obtain Dakota 3rd Subdivision track warrant and track bulletin(s) and Dakota 8th Subdivision track warrant and track bulletin(s).

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.

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

5. Rule 93- Yard limits in effect between:

MP 925.0 and MP 930.0.

6. Sidings-all sidings..... 10 MPH.

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

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

7. Bucyrus, 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. CTC- Rule 350(B)-

Following switches are not equipped with electric locks:

Mahto
Walker
McIntosh-short siding north side.
Lemon-short siding north side.
Haynes

9. Terry- Trains arriving Terry from the 8th Subdivision will not occupy the siding at Terry until they receive permission from the train dispatcher or receive their Track Warrant.

10. Train location lineups- will be issued in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
08428 Mahto.....	10.6 west of Wakpala	30	East
08451 Walker.....	15.2 west of McLaughlin	50	East
08504 Lemmon.....	9.2 west of Thunderhawk	80	West
08519 Haynes.....	9.6 west of Petrel	15	East
08545 Reeder.....	8.5 west of Bucyrus	50	Both
08555 Scranton.....	4.6 east of Buffalo Springs	66	Both
08595 Marmarth.....	14.5 west of Rhame	7	East
08636 Westmore.....	2.6 west of Plevna	12	West
08651 Lacombe.....	6.9 west of Ismay	8	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS	Rule 6	Distance from South Moorhead
5.966		288	41.3	SOUTH MOORHEAD	Y ABS	0.0
			42.8	1.5		
	00675		21.4	MOORHEAD JCT. IJMX		1.5
2.855	00676	220	22.3	MOORHEAD	JY	2.4
			23.4	0.9		
	00678		0.0	FARGO PSGR STATIONBIKY	ABS	3.5
	00679		0.1	FARGO YARD OFFICEIJTY		3.6
			3.9	JY JCT. IJY		7.4
56111	34		12.4	PROSPER		14.9
	00707		22.9	VANCE	JT TWC	25.3
3.546	00713		28.9	MASON		31.4
	00716		31.9	ERIE JCT.	J	34.4
	00724		40.7	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, Nolan-23.

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

Between MP 41.1 (Lakes Division) and MP 41.3, South Moorhead employees are under the jurisdiction of Dakota Division General Manager.

1. Maximum Speeds Permitted- Zone-Between

Freight

South Moorhead and Nolan 49 MPH.
MP 41.1 and MP 42.3 40 MPH.
MP 42.3 and MP 3.9 South Moorhead and JY Jct. 25 MPH.

MP 3.9, JY Jct. and MP 23.0 Mason 40 MPH.
 MP 42.6 Connecting track, 4th Subdivision, to
 Eastward track Moorhead Jct. 10 MPH.
 MP 21.4 Turnout 4th Subdivision,
 to Westward track Moorhead Jct. 10 MPH.
 MP 0.1 turnout Fargo Yard Office 12 MPH.
 Item 1(A), All Subdivisions, applies between MP 4.5, JY Jct. and MP
 22.0, Vance.

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

3. TWC Instructions- Track Warrant Control in effect between MP 3.9, JY Jct. and MP 40.7, Nolan.

NRPC trains will receive Track Warrants and Track Bulletins at Fargo
 Passenger Station.

4. Rule 99- When flagging is required, distances will be 2.0 miles.

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

6. Moorhead Jct., Moorhead, Fargo Yard Office and JY Jct.-

Between MP 38.5 east of South Moorhead and MP 5.4 west of JY
 Jct., all train, engine and work equipment movements on main track
 will be authorized by the Dilworth Yardmaster.

7. Speed Test Boards- Engineers shall test speed of their trains passing following locations:

Westward trains, between MP 10.7 and MP 11.7, between J.Y. Jct.
 and Nolan.

8. Train Inspection- Fargo Dilworth- Roll by inspection of freight trains must be made of trains departing Dilworth and Fargo yard at speeds not to exceed 10 MPH. Unless otherwise provided in-bound train crew will make inspection of departing train.

9. Rule 105 Applies-

Between JY Jct. and West Fargo, MP 12.9, Connecting Track is
 industrial track. Maximum speed 25 MPH.

Between MP 2.0 and Dakota Jct., MP 25.9, Coal Connecting Track is
 industrial track.

Between Vance and Armenia, track is considered industrial track.
 Maximum speed 25 MPH.

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

11. South Moorhead to MP 5.4 west of JY Jct.-

When requesting main track authorization, give your name, location,
 engine number, type of work equipment and specify track or tracks to
 be used. When authorization is issued to employee in charge, the
 instructions must be repeated to the yardmaster who will make record
 in log book. When work is completed and men and equipment clear
 the main track, employee in charge must report clear to yardmaster.
 When authorization has been issued to employee in charge of main-
 tenance employees and/or work equipment, the yardmaster must not
 authorize a train or engine into the same territory unless permission is
 granted by the employee in charge.

Yardmaster authorization does not dispense with the use of track flags
 as required by Rules 10 and 10(A), of the rules of the Maintenance of
 Way, for impassable track or to provide protection for on-track and/or
 off-track equipment fouling main track.

12. Industrial Tracks and Other Tracks-

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS		Distance from North Crookston Jct
					Rule 6		
				0.0	NORTH CROOKSTON JTY JCT. 12.7		0.0
	09301			12.7	EUCLID 8.2		12.7
	09309			20.9	ANGUS 8.4		20.9
	09317			29.3	WARREN 9.8	A	29.3
	09327	245		39.1	ARGYLE 8.4	TWC	39.1
	09335			47.5	STEPHEN 8.6		47.5
	09344			56.1	DONALDSON 4.8		56.1
	09349			60.9	KENNEDY 9.2		60.9
2.980	09358			70.1	HALLOCK 12.2		70.1
	09376			82.3	HUMBOLDT 8.2		82.3
	09378			90.5	NOYES BJKY		90.5

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

1. Maximum Speeds Permitted- Zone-Between

Freight

North Crookston Jct. and Noyes 25 MPH.
 Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

3. TWC Instructions-Track Warrant Control in effect on this Sub- division.

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

5. Rule 93- Yard limit in effect between:

MP 0.0 and MP 1.0

MP 87.0 and MP 90.5.

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.

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

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

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

9. Speed Test Boards- Engineers shall test speed of their trains at following locations:

Eastward trains- MP 80.0 and MP 79.0.

8. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
85806 West Glendive Spur	4.3 west of Glendive	35	West
85811 Stripe	10.7 west of Glendive	10	East
85820 Intake	20.1 west of Glendive	10	West
85844 Crane	10.7 east of Sidney	10	West
59218 Ridgellawn	4.1 east of Fairview	11	West
59216 Ludington	1.5 east of Fairview	36	Both
59209 Dore	5.2 west of Fairview	50	East

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS		Distance from Hannaford
					Rule 8		
		00757	281	26.4	HANNAFORD 6.1	JY	0.0
		57406		32.5	SHEPARD 3.9		6.1
		57410		36.5	COOPERSTOWN 14.5		10.0
		57425		51.0	BINFORD	TWC	24.5

Train Dispatcher Calls: Hannaford-06

- ### Maximum Speeds Permitted

1. Maximum Speeds Permitted - Zone-Between

Freight

10 MPH.

- ## 2. Bridge, Engine and Heavy Car Restrictions-

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

Entire Subdivision restricted to one locomotive.

3. **TWC Instructions-** Track Warrant Control in effect on this Sub-division.

4. **Rule 99-** When required to flag, distance will be 1.0 mile.

5. **Rule 93-** Yard limits in effect between:

MP 26.3 and MP 27.0 between Hannaford and Shephard.

- ### 6. Rule 105 Applies-

Track between MP 50.5 and 51.3, Binford is industrial track. Switch point derail installed on main track at MP 50.5.

7. Hannaford-Binford- (MP 26.4 to MP 51.0)- FRA excepted track.
See All Subdivisions Item 6.

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

- ## 2. 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.

3. **TWC Instructions-** Track Warrant Control in effect on this Sub-division.

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

- 5. Rule 93-** Yard limits in effect between:

Glendive and MP 3.5.
MP 49.0 and MP 55.0.
MP 77.0 and MP 78.6.

- 6. Glendive-** A train or engine must receive permission from Glendive Yard before entering the 3rd Subdivision.

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS	Distance from Church's Ferry
	05402		0.0	CHURCHS FERRY JT	0.0
2,592	58015	267	15.3	15.4 CANDO	15.4
	58028		28.0	12.5 BISBEE U	27.9
	58035		35.0	7.3 PERTH	35.2
	58047		47.3	12.2 ROLLA	47.4

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

Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
58007 Maza	7.1 west of Churchs Ferry	28	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS	Distance from Rugby
	05441		0.0	RUGBY JT	0.0
	58213		12.5	12.8 BARTON	12.8
	58221	269	21.0	8.4 WILLOW CITY	21.2
	58238		37.9	16.9 BOTTINEAU	38.1
	58256		56.3	18.5 ROTH	56.6
	58262		61.5	5.1 LANDA	61.7
	58267		67.0	5.5 WESTHOPE	67.2

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

Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
58251 Souris	13.0 west of Bottineau	40	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS	Distance from Towner
	05460		0.0	TOWNER JT	0.0
	58322	270	22.0	22.1 UPHAM	22.1
	58335		34.8	12.7 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 Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS	Distance from Granville
	05481		0.0	GRANVILLE JT	0.0
	58413		12.9	13.0 DEERING	13.0
	58424	271	24.3	11.5 GLENBURN	24.5
	58435		35.1	10.8 LANSFORD U	35.3
	58446		46.2	11.1 MOHALL	46.4
	58454		54.1	7.8 LORAIN	54.2

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

1. Maximum Speeds Permitted-
Zone-Between

Freight

Churchs Ferry and Perth	(13th Subdiv.)	25 MPH.
Perth and Rolla	(13th Subdiv.)	10 MPH.
Rugby and Bottineau	(14th Subdiv.)	30 MPH.
Bottineau-MP 37.7 and MP 39.0	(14th Subdiv.)	10 MPH.
MP 39.0 and Westhope	(14th Subdiv.)	25 MPH.
Towner and Newburg	(15th Subdiv.)	10 MPH.
Granville and Lorain	(16th Subdiv.)	10 MPH.
Item 1A, All Subdivisions, applies on these subdivisions.		

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted on all Subdivisions and Item 5c not permitted on 15th Subdivision. On 16th Subdivision between Mohall and Lorain (MP 47.5 to MP 54.1) Item 5c not permitted.

On 13th Subdivision-Locomotives in Groups G, H and I not permitted. Locomotives in Group I not permitted on wye at Churchs Ferry.

On 14th Subdivision-Locomotives in Group I not permitted between Rugby and Westhope.

On 15th Subdivision-Locomotives in Groups E, G, H and I not permitted and Groups B, C and D restricted to one unit.

On 16th Subdivision-Locomotives in Group I not permitted.

3. TWC Instructions- Track Warrant Control in effect on 13th, 14th, 15th and 16th Subdivisions.

4. Rule 99- When required to flag, distance will be 1.0 mile.

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

6. 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.)

7. Rule 105 Applies-

Track between MP 46.4 and MP 47.3 on 13th Subdivision is industrial track. Derailed placed on main track at MP 46.6.

Track between MP 66.8 and MP 67.7 on 14th Subdivision is industrial track. Derailed placed on main track at MP 66.8.

Track between MP 53.4 and MP 54.0 on 16th Subdivision is industrial track. Derailed placed on main track at MP 53.4.

8. 15th Subdivision-between Towner and Newburg (MP 0.0 and MP 34.8) and 16th Subdivision between Granville and Lorain - FRA excepted track - See All Subdivisions Item 6.

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

10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
58430 Forfar	5.2 west of Glenburn	13	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv BRANCH LINE STATIONS	Distance from Vance
	00707		64.2	VANCE JT	0.0
	56305	23	69.0	ARTHUR	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 Segment	Mile Post Location	18th Subdiv BRANCH LINE STATIONS	Distance from Erie Jct
	00716		0.0	ERIE JCT. J	0.0
	56402	274	1.4	ERIE	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 Segment	Mile Post Location	19th Subdiv BRANCH LINE STATIONS	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	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, Aneta-14, Warwick-16

1. Maximum Speeds Permitted-
Zone-Between

Zone-Between	Freight
Vance and Hunter	25 MPH.
Vance and Arthur	10 MPH.
(MP 64.2-MP 66.0-	25 MPH.
Erie Jct. and Clifford	35 MPH.
Nolan and McVile	25 MPH.
McVile and Warwick	
Hope-MP 39.1 and MP 39.4 Head end restriction	25 MPH.

Pickert-MP 48.2 and MP 48.4	10 MPH.
Aneta-MP 66.4 and MP 66.8 Head end restriction	25 MPH.

Item 1A, All Subdivisions, applies on these subdivisions.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted on 17th, 18th and 19th Subdivisions.
17th Subdivision-Locomotives in Groups G, H and I not permitted.

3. TWC Instructions- Track Warrant Control in effect on the 17th, 18th and 19th Subdivisions.

4. Rule 99- When required to flag, distance will be 1.0 mile.

5. Rule 105 Applies-

17th Subdivision- Trackage between MP 74.5 and MP 75.9 is industrial track.

18th Subdivision- Trackage between MP 17.0 and MP 17.9 (Clifford) is industrial track.

6. Finley- Oil Spur east of Hiway will be used when engines left unattended.

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

8. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
57073 Hamar	6.3 west of Tolna	31	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	20th Subdiv BRANCH LINE STATIONS	Distance from Mandan
	03444		0.0	MANDAN BJKTY ABS	0.0
4,696	85420		20.1	PRICE	21.2
1,678	85427		27.0	SANGER	28.1
	85447	303	47.2	GLENHAROLD	48.6
3,697	85452		52.4	STANTON	53.5
9,135	85465		64.4	HAZEN	65.4
2,253	85473		72.6	BEULAH Y	73.6
	85480		80.5	ZAP Y	80.5

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Call-in: Mandan-42 and Hensler-50.

1. Maximum Speeds Permitted-
Zone-Between

Zone-Between	Freight
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. TWC Instructions- Track Warrant Control in effect on this Sub-division.

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

5. Rule 93- Yard limits in effect between:

Mandan and MP 4.0.
MP 69.8 and MP 80.1.

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

12. Industrial Tracks and Other Tracks-

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

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	21st Subdiv BRANCH LINE STATIONS	Distance from Glendive
	03649		0.0	GLENDIVE BJKT	0.0
1,599	85924	312	22.2	24.4 LINDSAY	24.4
2,171	85952		50.0	27.7 CIRCLE	52.1

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

Train Dispatcher Call-in: Glendive-58.

1. Maximum Speeds Permitted- Zone-Between

Freight

Glendive and MP 49.0 25 MPH.
MP 49.0 and MP 50.0 10 MPH.
MP 28.0 and MP 49.0 Unit 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. TWC Instructions- Track Warrant Control in effect between MP 2.5 and Circle.

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

5. Rule 93- Yard Limits in effect between:

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

6. Sidney Branch Junction- Normal position of switch is for 11th Subdivision.

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

8. Industrial Tracks and Other Tracks-

Name	Miles Location	Capacity Cars	Switch Opens
85907 Western Gravel Co	8.3 west of Glendive	20	Both
85933 Rimroad	8.6 west of Lindsay	14	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	22nd Subdiv BRANCH LINE STATIONS	Distance from Sarpy Jct.
	03795		0.0	SARPY JCT.	0.0
7,362	03936	315	37.4	35.9 KUEHN	35.9

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

Train Dispatcher Call-in: Sarpy Jct.-26 and Kuehn-25.

1. Maximum Speeds Permitted- Zone-Between

Freight

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

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

3. TWC Instructions-Track Warrant Control in effect between Sarpy Jct. and MP 34.4.

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

5. Rule 93- Yard limits in effect between:

MP 34.4 and MP 37.4.

6. Kuehn- When ready to load all inbound trains will use left leg of loop track. A member of the crew with radio will be located in the control house during loading.

When the Loop Track at Kuehn is occupied by an eastbound train the westbound train will take siding.

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. Train location lineups- Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

9. Industrial Tracks and Other Tracks-

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	23rd Subdiv BRANCH LINE STATIONS		Distance from Nichols Wye
				Rule 6		
	03778	313	0.0	NICHOLS WYE	JT	0.0
	86029		29.1	COLSTRIP	Y	29.1
	86034		33.1	COW CREEK		33.1
	86039		39.5	BIG SKY	Y	39.1

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

Train Dispatcher Call-in: Nichols Wye-25.

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

Freight

Nichols Wye and Colstrip	35 MPH.
Colstrip and Big Sky	25 MPH.
Between Big Sky and Colstrip eastward trains between MP 38.0 and MP 34.0	30 MPH.
Cow Creek Yard through all turnouts	5 MPH.
Colstrip and Big Sky Loop Tracks	5 MPH.

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

3. TWC Instructions- Track Warrant Control in effect between Nichols Wye and MP 37.5.

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

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

5. Rule 93- Yard limits in effect between:

MP 27.5 and MP 34.0.
MP 37.5 and MP 39.5.

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 stripes headed west, therefore, either entrance to loop track may be used.

A member of the crew with radio will be located 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 engine. When ready to load all inbound trains will use left leg of loop track.

A member of the crew with radio will be located in the control house during loading.

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

10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
86015 Dowlin	2.5 east of Moon	14	East
86017 West Moon	16.0 west of Nichols Wye	50	West
86017 East Moon	15.0 west of Nichols Wye	50	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	24th Subdiv BRANCH LINE STATIONS		Distance from Devils Lake
				Rule 6		
	05383	275	0.0	DEVILS LAKE	BJTUY	0.0
	55912		11.8	WEBSTER		12.1
	55924		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. Maximum Speeds Permitted-
Zone-Between**

Freight

Devils Lake and Hansboro	10 MPH.
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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. TWC Instructions- Track Warrant Control in effect on this Subdivision.

4. Rule 99- When required to flag, distance will be 1.0 mile.

5. Rule 93- Yard limits in effect between:
MP 0.0 and MP 1.0

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

9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
55917 Garske	5.2 west of Webster	21	Both
55929 St. Joe	4.8 west of Starkweather	14	Both
55946 Crocus	6.6 west of Olmstead	13	East

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	25th Subdiv BRANCH LINE STATIONS			Distance from Lakota
					Rule 6			
		05359	279	0.0	LAKOTA	JT	TWC	0.0
		55812		12.0	BROCKET			12.4
		55818		18.3	LAWTON			18.7
		55827		27.0	EDMORE			27.2
		55840		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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	26th Subdiv BRANCH LINE STATIONS		Distance from Conway
	Rule 6						
		55723	252	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	TWC	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		
EASTWARD ↑							

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

1. Maximum Speeds Permitted- Zone-Between

Freight

MP 0.0 and MP 42.8, Munich 25 MPH.
MP 42.8, Hampden and MP 55.0, Clyde..... 10 MPH.
MP 55.0, Munich and MP 73.0, Sarles 25 MPH.
MP 55.0, Munich and MP 73.0, Sarles, trains
handling loaded cars 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. TWC Instructions- Track Warrant Control in effect on this Sub- division.

4. Rule 99- When required to flag, distance will be 1.0 mile.

5. 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. Rule 105 Applies- Track between MP 71.9 and MP 72.9 is industrial track. Derail placed on main track at MP 71.9.

7. Hampden and Clyde- Track between MP 42.8 and MP 55.0 is FRA excepted track - See All Subdivisions, Item 6.

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

1. Maximum Speeds Permitted- Zone-Between

Freight

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. TWC Instructions- Track Warrant Control in effect on this Sub- division.

4. Rule 99- When required to flag, distance will be 1.0 miles.

5. Hannah- Derail installed on main track at MP 94.0.

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

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
55768 Rossford Johnson Spur	1.2 west of Park River	20	West
55781 Easby	5.5 west of Osnabrock	30	East
55781 Dresden	7.0 west of Langdon	34	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	27th Subdiv BRANCH LINE STATIONS			Distance from Larimore
					Rule 6			
		05323	23	129.6	LARIMORE	J	0.0	
		56353		117.4	NORTHWOOD		12.6	
		56345		109.0	HATTON	TWC	21.1	
		56338		102.4	PORTLAND JCT.	JT	27.6	
		56333		96.0	MAYVILLE		32.5	

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Larimore-31 and Hatton-46.

**1. Maximum Speeds Permitted-
Zone-Between****Freight**

Larimore and Mayville 25 MPH.
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. TWC Instructions- Track Warrant Control in effect on this Sub-
division.**4. Rule 99-** When required to flag, distance will be 1.0 mile.**5. Rule 105 Applies-** Track between Portland Jct. and Portland is
industrial track.**6. Mayville-** Derail installed on main track at MP 97.9.**7. Train Location Lineups-** Maintenance of Way Rule 35 recorded
train location lineup or track warrant must be obtained.**8. Industrial Tracks and Other Tracks-**

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

Locomotives in Groups G, H and I not permitted.

3. TWC Instructions- Track Warrant Control in effect on this Sub-
division.**4. Rule 99-** When flagging is required, distance will be 1.5 miles.**5. Rule 93-** Yard limits in effect between:

MP 0.0 and MP 6.0 at Grand Forks.

MP 37.0 and MP 42.0 at Grafton.

6. Railroad Crossing not Indicated at Stations- MP 38.7 between
Minto and Grafton. 30th Subdivision crossing.**7. Between Glasston and Neche (MP 60.2 and MP 79.9)-** FRA
excepted track - See All Subdivisions Item 6.**8. Rule 105 Applies-** Trackage between MP 59.1 and MP 60.2 is
industrial track.**9. Grafton-** Normal position of the main track switch located at MP
40.2 is lined for 29th Subdivision.

Transfer track switch- located at MP 38.7 normal position is lined for
movement to be made.

10. Train Location Lineups- Maintenance of Way Rule 35 recorded
train location lineup or track warrant must be obtained.**11. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
55528 J. D. Miller Potato Co.	1.5 east of Minto	5	East
55527 Process Potatoes Inc.	1.7 east of Minto	9	East
55529 F & R Rudnik	1.3 east of minto	5	East
55535 Herriott	4.5 west of minto	39	Both
Tri-Campbell Spur	1.5 miles east of Grafton		East
55554 Tobiason Gillishammer	1.1 west of St. Thomas	10	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	28th Subdiv BRANCH LINE STATIONS	Rule 6	Distance from Grand Forks
	05299		0.0	GRAND FORKS BIJKTY ABS		0.0
			1.4	CALSPUR Y		1.4
	55502		10.6	MANVEL		12.0
	55512		12.1	ARDOCH U		24.1
	55524		24.5	MINTO		30.2
	55530		30.6	GRAFTON JTUY TWC		39.1
	55539	250	39.4	AUBURN		45.6
	55546		45.9	ST. THOMAS		53.2
	55553		53.5	GLASSTON		59.3
	55559		59.6	HAMILTON		66.2
	55566		66.5	BATHGATE		71.4
	55571		71.6	NECHE		79.7
	55579		79.9			

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls-Grafton-48 and Grand Forks-91.

**1. Maximum Speeds Permitted-
Zone-Between****Freight**

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.

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

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

**1. Maximum Speeds Permitted-
Zone-Between****Freight**

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. TWC Instructions- Track Warrant Control in effect on this Sub-
division.**4. Rule 99-** When required to flag, distance will be 1.0 miles.**5. Rule 93-** Yard Limits in effect between:

MP 0.0 and MP 2.0.

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

8. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
55610 Hoople Industries	5.5 west of Nash	57	East
55611 Folsom-Fedje Spur	6.0 west of Nash	11	East
55614 Hoople Potato Products Inc. Spur	0.5 west of Hoople	16	East
Swanson Farmers	1.6 east of Hoople	20	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
55645 Ted Eggen Potato Whse	1.4 east of Walhalla	8	West
55646 Johnson Potato Co. Spur	1.2 east of Walhalla	13	East
M.T.K. Inc. Spur	1.6 east of Walhalla	8	West
Ultra Systems	1.5 east of Walhalla	90	Both

9. Grafton- Normal position of the transfer track switch located a MP 144.2 is lined for movement to be made.

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

11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
Potato Whse. Spur	0.4 west of Drayton	30	East
Drayton Potato Packer Spur	0.8 west of Drayton	12	East
American Crystal Plant	1.5 west of Drayton	Yard	Both
55469 Pittsburg	4.7 west of Drayton	35	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	30th Subdiv BRANCH LINE STATIONS Rule 6	Distance from Honeyford
55422	117.8			HONEYFORD	0.0
55425	121.3			GILBY	3.5
55430	125.6			JOHNSTOWN	7.8
55434	130.3			FOREST RIVER	12.5
55440	136.1			VOSS	18.3
55539	145.0			GRAFTON	27.2
55464	160.5			DRAYTON	42.7
55483	178.8			JOLIETTE	61.0

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls-Grafton-48, Joliette-78 and Honeyford-31.

1. Maximum Speeds Permitted- Zone-Between

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. TWC Instructions- Track Warrant Control in effect on this Subdivision.

4. Rule 99- When required to flag, distance will be 1.5 miles.

5. Rule 93- Yard Limits in effect between: MP 143.0 and MP 147.0.

6. Railroad Crossings not Indicated at Station-

Between Voss and Grafton- 28th 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 105 Applies- Track between MP 178.0 and MP 179.5 is industrial track.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	31st Subdiv BRANCH LINE STATIONS Rule 6	Distance from Moorhead
00676	0.0			MOORHEAD	0.0
56008	8.0			KRAGNES	8.6
56015	14.8			GEORGETOWN	15.4
56022	21.6			PERLEY	22.0
56028	27.4			HENDRUM	28.0
56034	33.5			HALSTAD	34.0
56041	41.0			SHELLY	41.6
56046	45.8			NIELSVILLE	46.4
56052	50.8			CLIMAX	52.0
56057	56.8			ELDRED	57.9
09285	65.5			M. N. JCT.	66.5

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls- Halstad-74 and M. N. Jct.-75.

1. Maximum Speeds Permitted- Zone-Between

Moorhead and M.N. Jct. 25 MPH.
MP 13.7, Kragnes and MP 29.2, Halstad 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. TWC Instructions- Track Warrant Control in effect on this Subdivision.

4. Rule 99- When required to flag, distance will be 1.0 miles.

5. Rule 93- Yard limits in effect between:

Moorhead and MP 2.6, East of Kragnes.
M.N. Jct. and MP 64.0.

6. M.N. Jct. Switch- Normal position is lined for the 31st Subdivision.

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

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

9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
56002 Bingham	1.8 west of Moorhead	200	Both
56084 Wilds	8.1 west of Eldred	160	East

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	32nd Subdiv BRANCH LINE STATIONS			Distance from Ada
					Rule 6			
		09252	32	48.2	ADA		TWC	0.0
		09270		65.1	BELTRAMI			17.0
		09285		80.3	M. N. JCT.	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 and M.N. Jct.-75.

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

Freight

Ada and Crookston Jct. 25 MPH.
At Ada, maximum speed-Elevator track 5 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. TWC Instructions- Track Warrant Control in effect on this Sub-division.

4. Rule 99- When required to flag, distance will be 1.0 miles.

5. Rule 105 Applies- Track between M. N. Jct. and Crookston Jct. is industrial track.

6. M.N. Jct. Switch- Normal position is for the 31st Subdivision.

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

8. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
09251 American Oil Co. Spur	0.7 east of Ada	13	West
09275 Greenview	5.9 west of Beltrami	23	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	33rd Subdiv BRANCH LINE STATIONS			Distance from Redland Jct.
					Rule 6			
		05265	246	65.9		REDLAND JCT.	J	0.0
	2,727	55044		45.4		FERTILE	TWC	23.4

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls-Redland Jct.-75, Fertile-74.

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

Freight

Redland Jct. and Fertile 25 MPH.
Over bridge 55 12 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. TWC Instructions- Track Warrant Control in effect on this Sub-division.

4. Rule 99- When required to flag, distance will be 1.0 miles.

5. Rule 105 applies- Track between MP 45.4 and MP 46.5 is industrial track. Deraill located at MP 45.9.

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

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
J. R. Dale Farm Supply Spur	0.9 west of Fertile	7	East

WESTWARD

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

EASTWARD

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

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

Freight

MP 13.9 and MP 63.0 25 MPH.
MP 63.0 and MP 103.3 between Badger and Warroad 12 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 G, H and I not permitted.

3. TWC Instructions-Track Warrant Control in effect on this Sub-division.

Secure SOO Line clearance and bulletins at Grand Forks or Thief River Falls.

4. Rule 99- When required to flag, distance will be 1.0 miles.

5. 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.

6. At Soo Line Crossings-

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.

Normal position of the SOO Line connection switch leaving the Dakota 33rd Subdivision is lined for connection track.

7. Rule 105 Applies- Track between MP 13.9 and MP 11.8 is industrial track.

Deraill installed on the main track at MP 13.9.

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

9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
55303 Salol	12.2 west of Warroad	14	Both
55293 Farm Services Equip. Spur	1.0 west of Roseau	6	East
55290 Roseau Pit	3.0 west of Roseau	36	East
55281 Greunig Spur	1.5 west of Badger	12	East
55261 Strathcona	10.2 west of Greenbush	23	West
55227 Northwest Pellet Ass'n Spur	3.0 west of Thief River Falls	10	West
FUGTA Elev. Spur	1.0 west of Red Lake Falls	19	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	35th Subdiv BRANCH LINE STATIONS Rule 6	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
			45.3		
	57245		75.0	LINTON T TWC	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. Maximum Speeds Permitted-
Zone-Between

Freight

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

2. Bridge, Engine and Heavy Car Restrictions-

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. TWC Instructions- Track Warrant Control in effect on this Subdivision.

4. Rule 99- When required to flag, distance will be 1.0 mile.

5. McKenzie to Zeeland - FRA excepted track - See All Subdivisions Item 6.

6. Between Linton and Zeeland- Main track out of service between MP 74.0 and MP 44.4.

7. Railroad Crossings not Indicated at Station-
Soo Line Crossing-1.0 miles west of Moffitt.

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

9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
57219 Dana	8.1 west of Moffitt	3	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	36th Subdiv BRANCH LINE STATIONS Rule 6	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	263	33.9	NIOBE JY	34.2
	58641		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 TY	88.7

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

Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
58607 Hartland	6.2 west of Berthold	21	Both
58654 TXL Track	13.2 west of Coteau	33	Both
58663 Stampede	5.9 west of Lignite Jct.	34	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	37th Subdiv BRANCH LINE STATIONS Rule 6	Distance from Niobe
	58634		0.0	NIOBE 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.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	38th Subdiv BRANCH LINE STATIONS			Distance from Stanley
					Rule 6			
		00970	265	0.0	STANLEY	JT	0.0	
		58812		11.7	LOSTWOOD		13.2	
		58825		24.6	POWERS LAKE		26.0	
		58838		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. Maximum Speeds Permitted Zone-Between

Freight

Berthold and Niobe	(36th Subdiv.)	25 MPH.
Lignite Jct. and Crosby	(36th Subdiv.)	10 MPH.
Niobe and Lignite Jct.-all empties.....	(36th Subdiv.)	25 MPH.
Niobe and Lignite Jct.-any load(s)	(36th Subdiv.)	10 MPH.
Niobe and Boundary Line	(37th Subdiv.)	35 MPH.
Niobe and Bowbells		
At MP 8.1 over highway 8	(37th Subdiv.)	25 MPH.
Stanley and Grenora	(38th Subdiv.)	25 MPH.
Powers Lake-MP 24.4 and MP 24.9	(38th Subdiv.)	10 MPH.
Grenora-Engine or leading car over Main Street crossing	(38th Subdiv.)	10 MPH.
Item 1A, All Subdivisions, applies on these Subdivisions.		

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

36th Subdivision-Locomotives in Groups G, H and I not permitted between Niobe and Crosby.

38th Subdivision-Locomotives in Group I not permitted.

3. TWC Instructions- Track Warrant Control in effect on 36th, 37th and 38th Subdivisions.

4. Rule 99- When required to flag, distance will be 1.0 mile.

5. Rule 93- Yard limits in effect between:

36th Subdivision:
MP 0.0 and MP 1.0
MP 33.3 and MP 35.0
MP 87.6 and MP 89.5

6. Automatic Interlockings not Indicated at Station-

Soo Line Crossing 1.5 miles east of Bowbells on 37th 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 37th Subdivision. Maximum speed permitted-10 MPH.

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

11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
58818 Lunds Valley	6.3 west of Lostwood	24	Both
58844 Hamlet	7.9 west of McGregor	25	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	39th Subdiv BRANCH LINE STATIONS			Distance from Watford City
					Rule 6			
		59337	311		36.6	WATFORD CITY	T	0.0
		59329			29.0	ARNEGARD		7.4
		59319			18.9	ALEXANDER		17.6
		59313			13.0	CHARBONNEAU	TWC	23.5
		59306			5.1	CARTWRIGHT		31.4
		59215		FA	0.0	FAIRVIEW	JT	37.2

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

Train Dispatcher Call-in: Fairview-18.

1. Maximum Speeds Permitted Zone-Permitted

Freight

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. TWC Instructions- Track Warrant Control in effect on this Subdivision.

4. Rule 99- When flagging is required, distance will be 1.0 miles.

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

6. MP 0.0 to MP 36.6- FRA excepted track - See All Subdivisions Item 6.

7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
59301 Hardy Beet Spur.....	1.4 east of Fairview	59	Both
59324 Rawson	4.8 east of Alexander	30	Both

TRAIN LOCATION LINEUP ACQUISITION PROCEDURE

1. From touch tone telephone or mobile unit dial, (8-) 298-7700, St. Paul, using current dialing procedures (BN Network, long distance (612), etc.).
2. Dial tone, then select:
 - DISTRICT #5- DIAL 3- then:
 - 12TH Subdivision between SANBORN and BINFORD **DIAL 1**
 - 35TH Subdivision between MCKENZIE and ZEELAND **DIAL 2**
 - DISTRICT #6- DIAL 9- then:
 - 19TH Subdivision between NOLAN and WARWICK **DIAL 1**
 - DISTRICT #7- DIAL 4- then:
 - 11TH Subdivision between GLENDIVE and SNOWDEN **DIAL 1**
 - 36TH Subdivision between BERTHOLD and CROSBY **DIAL 2**
 - 37TH Subdivision between NIOBE and BOUNDARY LINE **DIAL 2**
 - 38TH Subdivision between STANLEY and GRENORA **DIAL 2**
 - DISTRICT #11- DIAL 6- then:
 - 21ST Subdivision between GLENDIVE and CIRCLE **DIAL 1**
 - DISTRICT #12- DIAL 7- then:
 - 22ND Subdivision between SARPY JCT. and KUEHN **DIAL 1**
 - 23RD Subdivision between NICHOLS WYE and BIG SKY **DIAL 2**
 - DISTRICT #13- DIAL 8- then:
 - 10TH Subdivision between NORTH CROOKSTON JCT. and NOYES **DIAL 1**
 - 34TH Subdivision between WARROAD and ST. HILAIRE **DIAL 1**
 - 13TH Subdivision between CHURCHS FERRY and ROLLA **DIAL 2**
 - 14TH Subdivision between RUGBY and WESTHOPE **DIAL 2**
 - 15TH Subdivision between TOWNER and NEWBURG **DIAL 2**
 - 16TH Subdivision between GRANVILLE and LORAIN **DIAL 2**
 - 24TH Subdivision between DEVILS LAKE and HANSBORO **DIAL 3**
 - 25TH Subdivision between LAKOTA and SARLES **DIAL 3**
 - 27TH Subdivision between LARIMORE and MAYVILLE **DIAL 3**
 - 26TH Subdivision between CONWAY and HANNAH **DIAL 4**
 - 28TH Subdivision between GRAND FORKS and NECHE **DIAL 4**
 - 29TH Subdivision between GRAFTON and WALHALLA **DIAL 4**
 - 30TH Subdivision between HONEYFORD and JOLIETTE **DIAL 4**
 - 31ST Subdivision between MOORHEAD JCT. and M. N. JCT. **DIAL 5**
 - 32ND Subdivision between ADA and CROOKSTON JCT. **DIAL 5**
 - 33RD Subdivision between REDLAND JCT. and FERTILE **DIAL 5**
3. Dial (*) plus last digit dialed in step 2, (example (*5)), to listen to repeat of Lineup. Underscore each word as it is repeated.
4. Hang up telephone.

DAKOTA DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - OCTOBER, 1989

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
0031	31.20		M/O of SOO Line interlocker at Erskine, MN	J 0402
0033	89.30		M/O of interlocker in Grand Harbor, ND near Devils Lake, ND	J 0164
0034	182.00		M/O of interlocker in Norfolk, ND near Karlsruhe, ND	J 0165
0035	00.50		Extraordinary or unusual expense for M/O of interlocker and tower in Minot. Costs are currently flat rated against the SOO Line. Both M/O and electricity have been flat rated.	J 0163
0220	64.00	65.00	American Crystal Sugar spur tracks (1) M&O track from point of R/W to end and xing signals on spur "MNDOT 81-782M" (2) M&O track from point of clearance to point of R/W on the northern most spur. Contracts BN 21816, BN 3476, BN 3324	O85DK000001
0245	90.50		M/O of the Noyes, MN station	J 0005
0245	90.50		Exclusive SOO Line long distance telephone charges at Noyes	J 0303
0264	20.80		Track maintenance for International Mineral Corp., Northgate, ND	O85DK000003
0303	.00		Maintenance of signal - Ang Coal Gasafacation Co., Mandan, ND, BN 17935	O85YN000009
0303	3.30		M/O of switches Amoco Oil Co Refinery Mandan, ND	O85YN000010
0303	3.80		M/O of signals - Montana Dakota Utilities Mandan, ND	O85YN000011
0303	72.60		Track inspection and maintenance Dakota Utilities Mandan, ND	O85YN000006
0313	29.60	31.00	Inspection of track and minor repairs Western Energy Colstrip, MT	O85YN000001
0313	29.70		Maintenance, inspect & cleaning tracks & xings Montana Power Company, near Colstrip, MT - BN 3425	O85YN000002
0313	33.10	39.10	Testing track scales for Big Sky Mine, Peabody Coal Co., near Cow Creek, MT	O85AN000121
0313	35.00		Maintenance of xing, signals & tracks, maintenance Big Sky Mine - Peabody Coal Co Colstrip, MT - N 19126	O85YN000004
N/A			For expenses related to the Red River Valley & Western Railroad shortline for 674 miles of trackage and facilities in southeastern North Dakota	J 8005

TRAIN DISPATCHERS PHONE NUMBERS

Company	Chief Dispatcher	Commercial numbers same as company numbers use area code 612
8-782-3430	M. L. Rohr/D. D. Loonan	(612) 782-3430
8-782-3432	Asst. Chief North	
8-782-3421	Asst. Chief South	
8-782-3436	Coal Chief	
8-782-3403	District 3 Dispatcher 9th subdiv	South Moorhead to JY Jct.
8-782-3404	District 4 Dispatcher 8th subdiv	Mqbridge to Terry
8-782-3405	District 5 Dispatcher 1st, 12th, 20th, 35th subdivs	(MP 31.2) Surrey Jct. Switch to Mandan, Sanborn to Binford, Mandan to Zap, and McKenzie to Zee-land
8-782-3406	District 6 Dispatcher 4th, 9th, 17th, 18th, 19th subdivs	Dilworth to Surrey, JY Jct to Nolan, Vance to Hunter, Erie Jct. to Clifford and Nolan to Warwick.
8-782-3407	District 7 Dispatcher 4th, 11th, 36th, 37th, 38th and 39th subdivs	Surrey to Williston, Glendive to Snowden, Berthold to Crosby, Niobe to Boun-dry Line, Stanley to Grenora and Watford City to Fairview.
8-782-3411	District 11 Dispatcher 2nd, and 21st subdivs	Mandan to Glendive and Glendive to Circle.
8-782-3412	District 12 Dispatcher 3rd, 22nd and 23rd subdivs	Glendive to Jones Jct., Sarpy Jct. to Kuehn and Nichols Wye to Big Sky.
8-782-3413	District 13 Dispatcher 5th, 6th, 7th, 10th, 13th, 14th, 15th, 16th, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd and 34th subdivs	Fargo Yard Office to D. L. Switch, D. L. Switch to Surrey, Cass Lake to D. L. Switch. North Crookston Jct. to Noyes, Churchs Ferry to Rolla, Rugby to Westhope, Towner to Newburg, Granville to Lorain, Devils Lake to Hansboro, Lakota to Sarles, Conway to Hannah, Larimore to Mayville, Grand Forks to Neche, Grafton to Walhalla, Honeyford to Joliette, Moorhead Jct. to M. N. Jct., Ada to Crookston Jct., Redland Jct to Fertile, and Warroad to St. Hilaire.

LINE SEGMENT NUMBERS

YARD SEGMENT NUMBERS

Line Segment	Yard
287	Jamestown-State Hospital
468	Gavin Yard
560	Dilworth
561	Fargo
565	Minot Yard
566	Jamestown
520	Bemidji
521	Grand Forks
522	Crookston
526	Grand Forks WFE
527	Cass Lake
730	Bismarck
731	Mandan
732	Mandan Shop
733	Dickinson
734	Glendive

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

BALLAST PITS

Line Segment	Yard	Limits
577	Roseau	

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

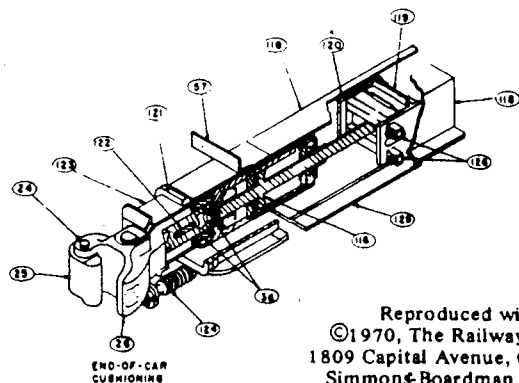
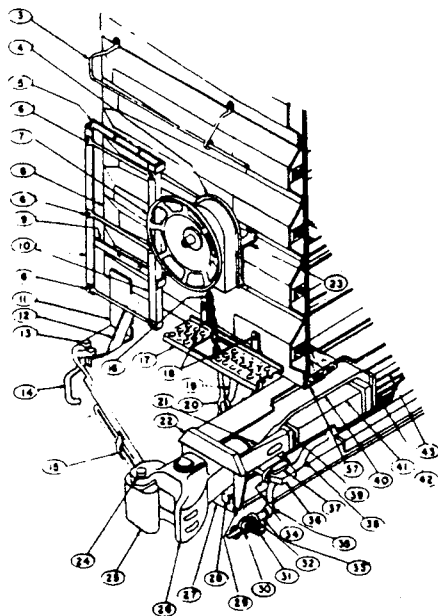
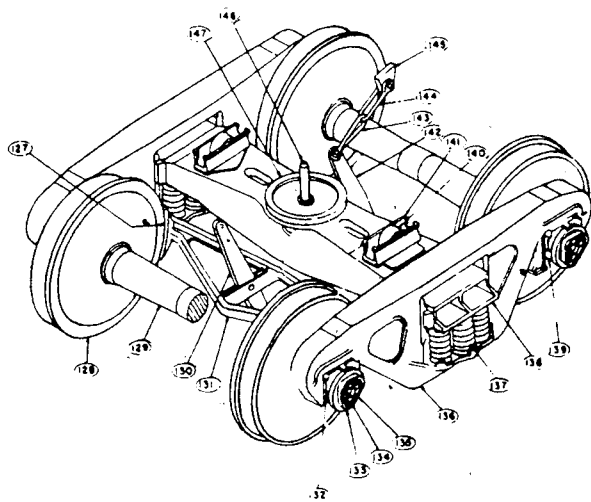
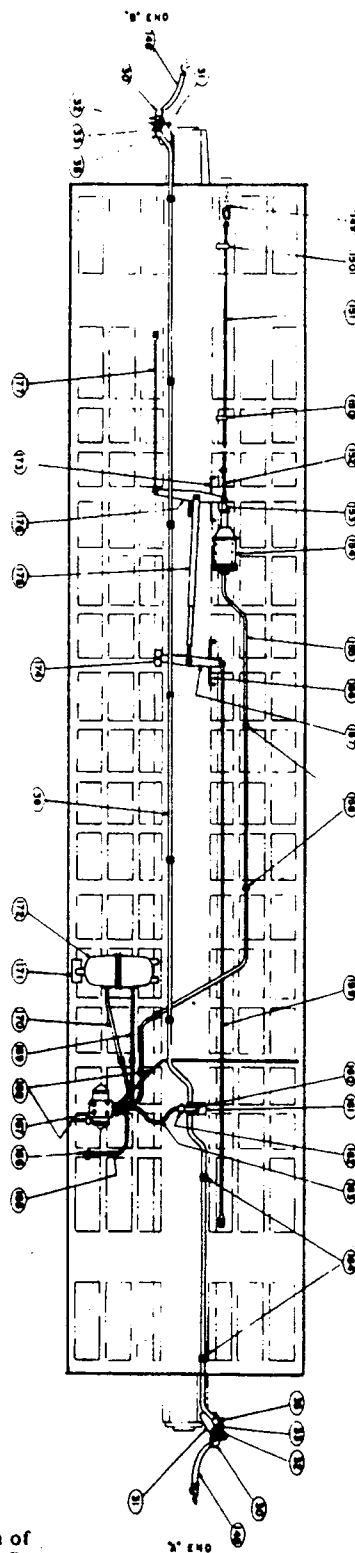
MEDICAL EXAMINERS AND LOCAL SURGEONS (Dakota Division)

* Family Health Center	Aberdeen	Dr. K. R. Carter	Granite Falls
Dr. Arlin Myrmoe	Aberdeen	* United Clinic-Dr. Gerald T. Sailer	Hettinger
Dr. David Wachs	Aberdeen	Dr. Donald Breen	Hillsboro
* Alexandria Clinic	Alexandria	Dr. F. H. Walter	International Falls
* Bemidji Clinic	Bemidji	Dr. C. B. Fabel	Jamestown
* Benson Medical Center	Benson	* Dakota Clinic	Jamestown
* Billings Clinic	Billings	* Langdon Clinic	Langdon
* Billings West Medical Center	Billings	Dr. C. O. Haugen	Larimore
Family Practice Center	Bismarck	Laurel Medical Center	Laurel
Med Dakota Clinic	Bismarck	Dr. D. A. Carlsen	Mandan
Dr. R. J. Dunnigan	Bismarck	Dr. P. M. O'Campo, Jr.	Mandan
Dr. R. L. Jennings	Bismarck	Dr. Paul Martin	Marshall
* Lake Region Clinic	Brainerd	* Milaca Medical Clinic	Milaca
* Dr. K. J. Brecker-MeritCare Clinic	Breckenridge	Milbank Medical Center	Milbank
* Dr. N. R. Kippen-MeritCare Clinic	Breckenridge	Garberson Clinic	Miles City
* Northwestern Clinic	Crookston	* Medical Arts Clinic	Minot
Dr. Dennis R. Wicks	Custer	* Dr. Michael Haley	Mitchell, S. D.
Dr. Steven Fisher	Custer	Dr. L. M. Linde-Mobridge Clinic	Mobridge
Dr. D. C. Kana	Detroit Lakes	Dr. John A. Gjevre (MeritCare Clinic)	Moorehead
* Dakota Clinic	Detroit Lakes	Drs. Knowles-Smith/Salmon	New Rockford
* Lake Region Clinic	Devils Lake	Dr. Robert H. Delano	Northwood
* Dickinson Clinic	Dickinson	Dr. Robert Ross	Ortonville
Dr. E. R. Mendoza	Fargo	Dr. R. H. Herseth	Roseau
* MeritCare Clinic	Fargo	* Johnson Clinic	Rugby
* MeritCare Clinic SW Branch	Fargo	* Central Minnesota Surgeons	St. Cloud
Dr. Daniel L. Lembcke	Fergus Falls	Dr. Vernon E. Neils	St. Cloud
Dr. William C. Anderson	Forsth	* Surgical Consultants	St. Cloud
Dr. James K. Cope	Forsyth	Dr. Peter Johnson (Falls Clinic)	Thief River Falls
Dr. Richard Klingler	Forsyth	Dr. Neil A. MacDonald	Valley City
Dr. Richard Thorne	Glendive	* Drs. Dan/Evelyn Aguila	Wahpeton
Fosston Clinic	Fosston	MeritCare Clinic (Beithon)	Wahpeton
Dr. M. W. Scheffo	Grafton	Dr. G. Robert Bartron	Watertown
Dr. W. P. Teevens	Grafton	* Craven-Hagan Clinic	Williston
* UND Family Practice Center/William Mann	Grand Forks	Dr. Michael T. Anderson	Willmar
* Valley Medical Association	Grand Forks	Dr. Charles M. Burns	Winnipeg
North Star Clinic	Grand Rapids	Dr. Fred DuVal	Winnipeg

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

Note: Refer to other division timetables to locate closer doctors.

CAR CHART

END-OF-CAR
CUSHIONING

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, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
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, 1/2"
170. Emergency reservoir pipe, 1/2"
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

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

W E S T W A R D	1007 NRPC Daily	STATION	1008 NRPC Daily	E A S T W A R D
	DAKOTA DIVISION 1st SUBDIVISION			
		DILWORTH 2.4		
		MOORHEAD JCT.		
	DAKOTA DIVISION 9th SUBDIVISION			
		MOORHEAD JCT. 2.0		
	s0511 0516	FARGO PSGR STATION 0.1	0115 s0110	
		FARGO YARD OFFICE		
	DAKOTA DIVISION 5th SUBDIVISION			
		FARGO YARD OFFICE 74.4		
	s0631 0636	WEST GRAND FORKS	2349 s2344	
	DAKOTA DIVISION 6th SUBDIVISION			
	s0754 0759	DEVILS LAKE 57.2	2224 s2221	
	s0902	RUGBY 54.0	s2115	
		SURREY		
	DAKOTA DIVISION 4th SUBDIVISION			
		SURREY 7.3		
	s1009 1024	MINOT 53.6	2005 s1950	
	s1114	STANLEY 66.4	s1855	
	s1226	WILLISTON	1750	

The following letters placed next to the time indicate:
s - regular stop.
f - flag stop to receive or discharge traffic

**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

**SAFETY IS OF THE FIRST
IMPORTANCE IN THE
DISCHARGE OF DUTY**

TRACK BULLETIN FORM B

The engineer must attempt to contact employee 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."

(1) 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.

(2) 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.

(3) 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 employee in charge as prescribed by example (1) above.