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G. A. WARNING	Trainmaster	Grand Forks
R. E. JACKMAN	Trainmaster	Grand Forks
J.J. KEIGLEY	Trainmaster	Grand Forks
T. L. GREWE	Trainmaster	Minot
W. L. JENSON	Trainmaster	Minot
G. SERNA	Trainmaster	Minot

W. R. Grimstad-Superintendent Operations, Fargo

L. G. SCHIPPER	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
A. L. SIMMERT	Trainmaster	Dilworth

E. R. Torrence-Terminal Manager, Dilworth

E. J. BEIL	Trainmaster	Dilworth
S. A. HART	Trainmaster	Dilworth

J. A. Hovland-Supt. Maintenance and Engineering, Fargo

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

R. R. Roby-Division Chief Dispatcher, Minneapolis

J. H. GANNON	Chief Dispatcher	Minneapolis
M. G. LIEN	Chief Dispatcher	Minneapolis
D. D. DICKINSON	Chief Dispatcher	Minneapolis

G. L. McNeil-Supt. Mechanical, Fargo

D. R. LENZEN	Manager Quality Assurance	Fargo
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Where Safety and Service are a Tradition

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DAKOTA DIVISION

TIMETABLE NO. 3

IN EFFECT AT 0001
Continental Central Time
Continental Mountain time

**Sunday
April 7, 1991**

Including National Railroad Passenger Corporation (NRPC) Trains



Senior Vice President Operations
R. S. HOWERY

Vice President Transportation
W. A. HATTON

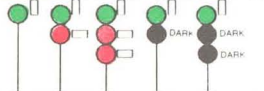

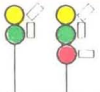

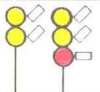

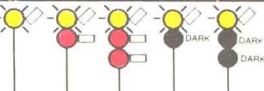
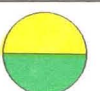
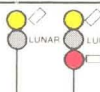
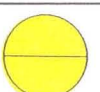
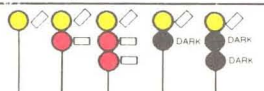
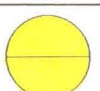
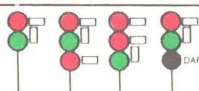
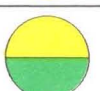
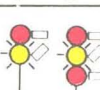
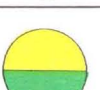
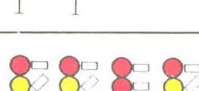
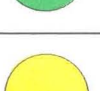
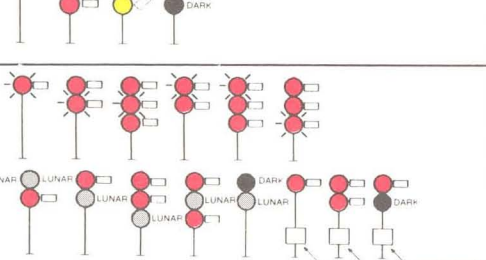
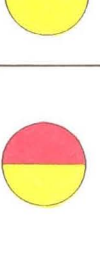
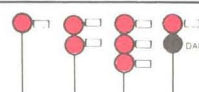

Division General Manager
M. L. HOLSTEEN

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.




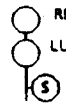







BLOCK AND INTERLOCKING SIGNALS

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

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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.

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 100 Tons/OB and over	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 BN 979019-979024, BN 979026-979036	35 MPH	25 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, unless conductor's wheel report, generated by computer, indicates there is no speed restriction. Timetable speed restriction will apply to cars not printed on wheel report or picked up en route	45 MPH	45 MPH
Empty flat cars: NP 62300-62949, NP 66100-66249	45 MPH	45 MPH
Empty gondolas designated: G1, G2, G3, G4, G5, G6, GC, GE, GF, GS, GS2, MGT and MG5 except BN 580400-580609	50 MPH	50 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 apply when operating on jointed rail:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain a minimum 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 coupled locomotives in a consist (including helpers) must not exceed 10.

The number of powered axles in a locomotive consist (including helpers) must not exceed 36, for either power or dynamic braking operation.

All locomotives in the head end or helper consist, equipped with multiple unit (MU) air and electrical connections must be connected for multiple unit operation.

Hauled-In-Tow

The number of locomotives hauled-in-tow, regardless of placement in train must not exceed two times the number of locomotives coupled for 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 or helper consist (hauled-in-tow) must have the Dead Engine Feature cut in and if possible be placed not more than 15 cars from the head end consist to ensure the brakes release.

Alignment Control Couplers or Bolster Stops

Foreign line locomotives and the following BN locomotives are not equipped with alignment control couplers or bolster stops:

5-585, 1000-1004, 1400-1438, 1966-1970, 6100-6237, 9900-9925.

Unless otherwise authorized, locomotives not equipped with alignment control couplers or bolster stops must be handled as follows:

Trains consisting of 15 cars, or less - No placement restrictions.

Trains consisting of more than 15 cars - Must have the rear locomotive equipped with an alignment control coupler or bolster stop if there are 18 or more powered axles in the locomotive consist and the trailing tonnage exceeds 5000 tons. When more than one locomotive not equipped with alignment control couplers or bolster stops is hauled-in-tow they must not be coupled together and must be placed no nearer than 5 nor more than 15 cars from the head end consist.

3. Manned Helper Operations

Locomotives used in helper service must be equipped with alignment control couplers or bolster stops. However, a single non-equipped locomotive may be used when placed between locomotives which are equipped.

When helpers shove on a caboose, employees are prohibited from occupying that caboose.

Helpers must not shove on a caboose equipped with friction bearings.

Helpers must not be used on the rear of trains handling empty 80 feet or longer equipment unless Individual Subdivision Special Instructions specify a safe buffer between such cars and the rear end helpers.

Unless Individual Subdivision Special Instructions specify otherwise, the following placement restrictions apply to helper operations:

Helpers of 6 powered axles or less - No placement restrictions apply.

Helpers of 12 powered axles or less - May be operated at the rear of the train either ahead or behind the caboose.

Helpers exceeding 12 powered axles must be cut into the train at a location which equals the tonnage rating of the helper consist. The train dispatcher will advise the conductor of the tonnage rating of the helpers, so the proper placement can be determined.

Not more than 24 powered axles can be used in helper service or in the head end consist when helpers are being used, unless helping a loaded coal train consisting entirely of grade "E" steel couplers.

Coal trains consisting entirely of grade "E" steel couplers may have 36 powered axles in the head end consist. If the helper consist has less than 24 powered axles they may shove on the rear of such trains. If the consist has 24 powered axles they must cut in ahead of the caboose.

The following 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

3A. Locomotive Restrictions

Locomotive restrictions indicated in Item 2, Individual Subdivision Special Instructions, are based on locomotive axle count and, when necessary, locomotive weight. **Locomotive Information Chart** indicates maximum weight for each model. If actual weight cannot be determined, use weight shown in chart.

Locomotive Information Chart

Model	Axles	Horse-power	Maximum Weight (pounds)
SW1	4	600	198,000
SW9	4	1200	250,000
SW10	4	1000	250,000
SW12	4	1200	250,000
SW15	4	1500	262,000
NW12	4	1200	252,000
MP15	4	1500	261,000
F9, F9-2	4	2000	241,000
E9	6	2400	218,000
GP5	4	1350	243,000
GP9	4	1750	259,000
GP10	4	1800	260,000
GP15, GP15-1	4	1500	258,000
GP18	4	1800	248,000
GP20	4	2000	261,000
GP35	4	2500	262,000
GP38, GP38-2	4	2000	285,000
GP39, GP39-2	4	2300	261,000
GP40, GP40-2	4	3000	278,000
GP50	4	3600	275,000
SD9 (by unit numbers)			
6100 - 6126	6	1750	346,000
6127 - 6237	6	1750	326,000
6240 - 6247	6	1750	368,000
SD38, SD38-2	6	2000	391,000
SD40, SD40-2	6	3000	420,000
SD42	6	3000	415,000
SD60M	6	3800	401,000
B30-7	4	3000	275,000
B32-8	4	3200	270,000
B39, B39-8	4	3900	280,000
C30-7	6	3000	417,000
U30-B	4	3000	268,000
U30-C	6	3000	411,000

4. Equipment Restrictions

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

Outfit cars **EXCEPT** univans

Scale test cars **EXCEPT** BN 979019-979024 and BN 979026-979036.

Scale test cars BN 979004, BN 979006 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

Pile drivers	Locomotive cranes
Empty ribbon rail cars	Rear end only cars
Jordan spreaders	Rotary snowplows, wedge plows, dozers.

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

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

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

DODX 40000-40100 (Cars belonging to the Department of Defense) - Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

Loaded ribbon rail cars must not be:

1. Coupled to other cars except buffer cars. Buffer cars will be placed ahead of and behind ribbon rail cars at weld plant.
2. Handled in freight service with other cars.
3. Separated for maintenance or repairs unless under direct supervision of a roadmaster.

4A. Handling 80 Feet or Longer Cars

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

The tonnage chart distribution profile on the bottom of the wheel report designates cars 50 feet or less with an "S" and cars 80 feet or longer with an "L" in the LEN (length) category.

Individual platforms of multi-platform and stack cars are less than 50 feet in length. These cars must be considered a "short car" for the purpose of these restrictions.

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) and the trailing tonnage of the train does not exceed 4,800 tons, no placement restrictions apply. When trailing tonnage exceeds 4,800 tons, empty multi-platform or stack cars must be placed in the rear half of the train's trailing tonnage. When trailing tonnage exceeds 8,500 tons, empty multi-platform or stack cars must be placed in the rear fourth of the train's trailing tonnage.

Blocks of 20 or more loads (100 tons or more per car) must not be handled behind empty multi-platform or stack cars.

If helper locomotives are used to push trains with empty platform(s), the number of powered axles in the helper consist must not exceed 12.

5. Car Weight and Length Restrictions

Cars weighing:

- a. 177,000 pounds or less must be at least 35 feet long.
- b. 177,001 to 220,000 pounds must be at least 38 feet long.
- c. 220,001 to 263,000 pounds must be at least 44 feet long.
- d. 263,001 to 286,000 pounds must be at least 52 feet long.
- e. 220,000 pound ore cars 24 feet long (BN 95500-95891, 96044-96085).
- f. 263,000 pound ore cars 35 feet long (BN 99000-99949).

Weights indicated represent the maximum gross weight of a four axle car.

Length of car is measured from coupler face to coupler face.

Cars in categories **a**, **b**, **c** and **d** are permitted on all main tracks. **Exception:** Categories not permitted on a subdivision will be specified in Item 2 of that subdivision's special instructions.

Cars that are either heavier than these restrictions or are shorter than the minimum length specified for their weight class are not permitted without authority of division general manager.

Loaded ore cars in categories **e** and **f** are not permitted unless explicitly stated in Item 2 of Individual Subdivision Special Instructions.

Commodities loaded in cars other than those specified in categories **e** and **f** are subject to restrictions in categories **a**, **b**, **c** and **d**.

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 ends 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 are 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 106(5) 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.

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 trackside warning detector ineffective, speed of 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 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

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

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

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service trackside 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 trackside 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 trackside 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 trackside warning detectors is shown under Individual Subdivision Special Instructions.

Trackside Warning Detector - Radio Reporter

Except in emergency, radios must not be used while train is within 150 feet of trackside 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 trackside 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.

Trackside 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 10/1/90.

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 J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

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:

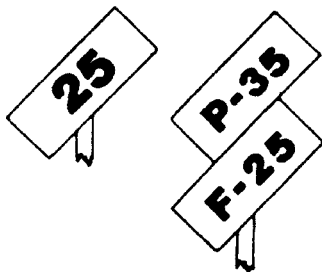
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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.

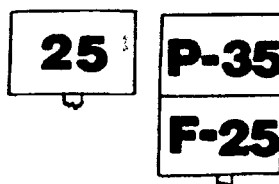
At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

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



Green

RESUME SPEED SIGN



NOTE:
Advance Warning Sign and Speed Sign have yellow background 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 25(A) - new rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking

devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

Rule 82 - 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 84 - new rule added.

Rule 84. BACK UP MOVEMENT: A train may back up on the main track to pick up a member of the crew under conditions listed below. When movement is made under the following conditions, restricted speed does not apply. Such back up movement:

- (1) Is limited to the train's authority. Such authority may be in one direction or in both directions,
- (2) Must not enter or foul a private or public road crossing except as provided by Rule 103,
- (3) Must not be made into or within yard limits,
- (4) Must not exceed the train's length, and
- (5) Cannot be made unless permission has been obtained from the train dispatcher. Dispatcher must not grant permission when:
 - (a) Train location line-up is in effect in the limits affected.
 - (b) Other authority is in effect in the same or overlapping limits.

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 - following new last paragraph is added:

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

Rule 103(P) - cancel third paragraph reading:

When a sign reading "OCCUPIED OUTFIT CARS" is attached to switch, or to cars, cars must not be coupled to or moved until occupants have been notified and permission given by the foreman or his representative.

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 450(A) - new rule added.

450(A). CHANGE OF ENGINE: When necessary to change the address of a track warrant with only Item 16 checked, the identifying engine number may be corrected on verbal authority of the train dispatcher. Track warrant number may be changed when necessary as authorized by the dispatcher. Instructions received must be repeated to the dispatcher by receiving crew member who must notify other crew members of the correction. Rule 406 is modified accordingly.

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		 BALTIMORE & ANNAPOLIS RAILROAD	
No. _____	Date _____	19__	
TO _____	AT _____		
_____	AT _____		
_____	AT _____		
_____	AT _____		
			
OK _____	COPIED BY _____	DISPATCHER _____	

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. INSTRUCTIONS FOR AGENTS, CONTROL OPERATORS, CLERKS/OPERATORS, BRIDGETENDERS Changes and Additions

Item 6-L - new item added.

L. When protection of occupied outfit cars is provided by control operator as prescribed by Rule 25(A)(2)(b), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

Item 6-M - new item added.

M. When protection of employee on, under or between rolling equipment is provided by control operator as prescribed by Rule 26(2)(c), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

15. 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 J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99 of the General Code of Operating Rules. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

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 25(A) - New rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words OCCUPIED CAMP CAR in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailling position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.


(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

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

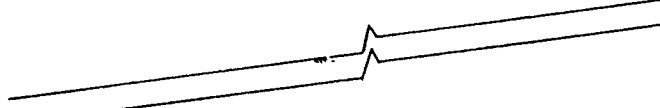
15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

No. _____ Date _____ 19__

TO _____	AT _____
_____	AT _____
_____	AT _____
_____	AT _____



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

Printed in U.S.A.

16. 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 canceled. 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 canceled.

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 division general manager.

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.

17. Automatic Cab Signals

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

18. Helper Behind Caboose

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

19. Trackman's Train Location Line-up

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

20. Certificate of Rules Examination

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

21. Dumping Toilets

Except when discharged into appropriate container, dumping of toilets from NRPC equipment is prohibited while:

- Passing through limits of Track Bulletin Form B.
- In Nelson Bennett, Seattle, Everett, Cascade and Flathead tunnels.

Train and engine crews will coordinate their efforts to ensure compliance. Train crews are responsible for notification of on board service personnel. Speed Sensor Override Switch must not be placed in **DUMP BELOW 25 MPH** position except when an employee is in attendance.

22. NRPC Stops

Except for emergency conditions or when required by rule, NRPC passenger trains will not make an unscheduled stop unless authorized by the train dispatcher.

23. 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 General Manager'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.

24. 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:

- 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.
- 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.
- 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:

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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 CompuChem Laboratories and the medical facility will Express Mail the sample to CompuChem Laboratories.

SPECIAL INSTRUCTIONS

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 CompuChem Laboratories P. O. Box 12652, 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652 ATTN: Clinical Receiving Dept., and a third for CompuChem Laboratories, Attention: Special Division 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652. The procedures for shipping the specimen to CompuChem Laboratories Special Division will be done in accordance with FRA regulations.

- 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.
- The test results from CompuChem Laboratories will be released only to the Chief Medical and Safety Officer of BN, or his designee, who will advise the requesting BN official.
- 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 and Safety Officer, or their authorized representatives.
- 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:

- The urine specimen should be voided in the presence of the examining physician or the physician should be satisfied that the specimen is authentic.
- 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:

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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

25. Physical Examinations

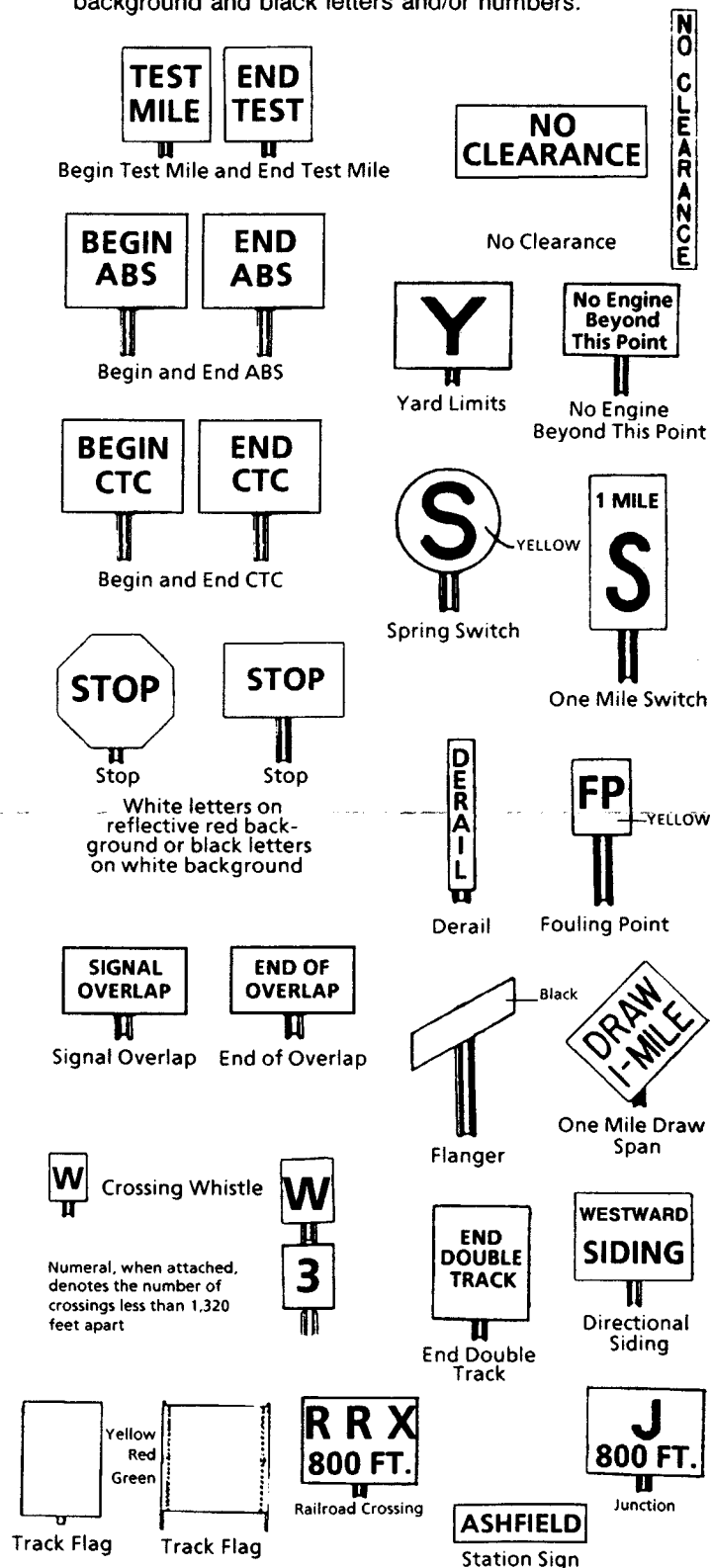
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

26. Division Instructions

See back of timetable for instructions that apply to all or most subdivisions of this division.

27. Roadway Signs-

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



28. Tonnage Profile Chart

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 808

15-JAN-91 22:42

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

b. STATION LBS MTYS TONS FEET

TOTALS 52 11 6452 3736 63 CARS 1 CABS 2 ENGS

c. 102 TONS/OP. BRAKE

d. TON

```

150 ..
140 ..
130 ..X          X XXXXX      XXXX X XX XXXXXX
120 ..X X      X          X XXXXXXXXXXX XXXX X XX XXXXXX X X X
110 ..X X      XX XXXXX    X XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XX X XXX XXXX
100 EEX X      XX XXXXX X  X XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXC
 90 NNX X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXA
 80 GGX X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXXB
 70 ..X X      XX XXXXX X  XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXX.
 60 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXX X XX XXXXXXXXXXX XXXXXXXX XXXX.
 50 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXX XXXXXXXX XXXX.
 40 ..X XX     XX XXXXX XXXX XXXXXXXXXXX XXXXXXXX XX XXXXXXXXXXX XXXXXXXX XXXX.
 30 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX.
 20 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX.

```

e. LEN

S S SSS SS

LL S

S

LL LSS

f. SPH

D*

D

**** ***** *

C=CAU D=DAN E=EXP H=HWI P=POG R=RM * =ALL OTHER SPHOLG CODES

NOTES:

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

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

Special Handling Codes shown on wheel report.

CCR	Customer Chassis Required	MRE	Mechanical Refrigeration
COM	Combustible	NPR	No Placard Required
CRO	Circus Ramp	ORM	Other Regulated Material
DAN	Dangerous	PBC	Perishable in Boxcar
DNH	Do Not Hump	POG	Poison Gas
EH	Excessive Height or Weight	RAM	Radioactive Material
	Not Being Handled as a	RE	Rear End
	Hi-Wide or Overload	RII	Rejected in Interchange
EPG	Explosives and Poisen Gas	RSS	Rail Surveillance Service
EXP	Explosives	R90	Rejected Interchange Rule 90
HFR	Home For Repair	SPD	Speed Restricted
HIV	High Value Load	Sxx	Speed in Miles Per Hour (xx is MPH)
HWI	High Wide	TSS	Tank Surveillance Service
INB	In Bond	UOS	Unload From One Side Only
MIC	Person in Charge of Car	ZIP	Expeditor Trains Only

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS				Distance from Surrey Jct. Switch
					Rule 6				
				31.2	DT	SURREY JCT. SWITCH	JX CTC	0.0	
			38.8	MAGNOLIA			7.8		
	03279	26	43.8	BUFFALO			12.8		
	03285		49.7	TOWER CITY			18.7		
6,306	03288		52.4	KOLDOK			21.4		
6,648	03296		60.4	PEAK			29.3		
	03301		65.5	VALLEY CITY			34.5		
6,330			69.2	SOUTH BEREA			38.2		
6,371	03306		70.2	NORTH BEREA			39.2		
7,940	03312		76.1	SANBORN		JT	45.1		
6,470	03317		81.4	ECKELSON			50.4		
6,302	03325		89.1	SPIRITWOOD		Y	58.1		
	03331		94.7	BLOOM			63.7		
			99.2	DT		JAMESTOWN	BJK X(2)Y	TWC ABS	69.7
	03336		92.2						
			93.7						
	03342		99.7		ELDRIDGE		75.7		
7,243	03352		109.0		WINDSOR		85.0		
	03356		112.8		CLEVELAND		88.8		
7,336	03364		121.5		MEDINA		97.5		
11,585	03377	38	134.5		LADOGA		110.4		
7,396	03394		151.0		STEELE		126.9		
8,595	03404		161.9		DRISCOLL		137.6		
6,131	03412		169.6		STERLING		145.4		
4,531	03419		176.2		McKENZIE	J	152.0		
7,827	03424		181.6		BURLEIGH		157.5		
7,866	03437		194.4		BISMARCK	Y	170.3		
	03444		200.3		MANDAN	BJKTY	176.1		
		39	0.0						

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

Against the current of traffic on double track between:

Surrey Jct. Switch, MP 31.2 and Magnolia, MP 38.8	49 MPH.	
MP 96.0, West of Jamestown and MP 97.6, East of Jamestown	30 MPH.	30 MPH.
Bloom, MP 94.7 and MP 97.6, East of Jamestown	49 MPH.	
MP 96.0, West of Jamestown and Eldridge, MP 99.7	49 MPH.	
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.
Bridge 94, Jamestown, cars heavier than 263,000 pounds		10 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.	
MP 192.0 and MP 200.0	35 MPH.	35 MPH.
Bridge 196, Bismarck, cars heavier than 263,000 pounds		10 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 and Equipment Weight Restrictions-

Item 5d not permitted between Sanborn and Rogers.

Six axle locomotives not permitted on the following tracks:

**Valley City-freight lead, Jamestown -weye track and between
Sanborn and Rogers.**

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

South Berea-International Multifoods and Peavey tracks.

**Spiritwood-locomotives not permitted on scale or inside building at
east end of Ladish Malt Plant 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 Switches-Magnolia, Bloom, Eldridge, Ladoga, Sanborn, Driscoll, Peak and Burleigh.

To operate switch to enter siding, stop with leading wheels of move-
ment within 200 feet of the absolute signal which governs movement
over the switch, then crew member of the train which is to enter siding
will operate push button located on signal mast. After 40 seconds,
signal will indicate red over lunar (Rule 241 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 Stop indication, switch must be operated by hand before proceeding.

When necessary to operate Automatic Switch by hand, after stopping for signal which governs movement over the switch, crew member of that train will:

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.

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.

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

"Push Buttons" on signal masts not installed at Bloom, Eldridge and Magnolia.

9. 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.

10. Rule 105 applies-

Trackage between Sanborn and Rogers is Industrial track.

Automatic Interlocking located at MP 9.7.

11. Valley City Low Line-

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

12. 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.

13. Jamestown-

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

14. 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

15. Train Location Lineups-

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

16. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
03270 Wheatland	4.6 east of Magnolia	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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from Mandan
				Rule 6		
	03444	38	200.3	MANDAN	BJKTY	
			0.0			
7,600	03451	39	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		109.5	4.6	DICKINSON	100.1
7,651	03553		119.1	10.0	SOUTH HEART	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	GLENDIVE	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.	40 MPH.
MP 27.9 and MP 38.7	40 MPH.	40 MPH.
MP 38.7 and MP 48.1	45 MPH.	
MP 48.1 and MP 53.6	25 MPH.	25 MPH.
MP 53.6 and MP 60.7	40 MPH.	40 MPH.
MP 60.7 and MP 69.8	50 MPH.	

MP 128.7 and MP 131.6	45 MPH.	45 MPH.
MP 131.6 and MP 138.1	35 MPH.	35 MPH.
MP 138.1 and MP 166.5	40 MPH.	40 MPH.
MP 174.1 and MP 179.6	50 MPH.	
MP 186.9 and MP 188.8	40 MPH.	40 MPH.
MP 188.8 and MP 210.0	50 MPH.	
MP 210.0 and MP 213.0	35 MPH.	35 MPH.

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 and Equipment Weight Restrictions-

Six axle locomotives not permitted on the following tracks:

Wibaux- Elevator track.

Dickinson- No. 3 track out of service for loaded unit trains.

Beach- House track restricted to one six axle locomotive.

Lehigh- Royal Oak track restricted to one four axle locomotive beyond derail.

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 and West Main Track Switch located at MP 0.8.

These switches may be left lined for the main track or the yard; however, they must be locked. Trains must approach these switches expecting them 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
03438 Sweetbriar	6.8 west of Lyons	40	East
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	East
03594 Demores	6.0 west of Rider	10	West
03618 Wibaux	4.9 west of Yates	10	West

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Glen- dive	EASTWARD ↑
					Rule 6			
		03649	40	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
	6,612	03760		111.3	ROSEBUD			111.3
		03772		123.8	FORSYTH	BKTY		123.7
		03778		129.7	NICHOLS WYE	JT		129.3
	6,142	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
	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	CTC	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.
Custer - Both siding switches	25 MPH.	25 MPH.

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 and Equipment Weight Restrictions- None.

3. TWC Instructions- TWC in effect between MP 2.8 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 2.8
 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 siding at Miles City.

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 Joppa	6.2 west of Hathaway	25	West
03765 Flynn	5.1 west of Rosebud	80	East
03805 Myers	5.3 west of Hysham	10	East
03815 Big Horn	15.4 west of Hysham	105	Both
03838 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 3.2	DILWORTH	BIKT X(2)Y	0.0	
		00675		5.8	2.6			
					MOORHEAD JCT	IJX(2)Y	2.6	
		00679		8.6	2.8			
					FARGO	JX(2)Y	5.4	
		00683	26	12.9	4.3			
					WEST FARGO	IJX(2)Y	9.7	
		00690		20.2	7.3			
					MAPLETON		17.0	
		00698		28.4	7.6			
					CASSELTON	JX	24.6	
				31.3	3.2			
				3.3	SURREY JCT. SWITCH	JX	27.8	
	9,371	00709	24	10.5	7.6			
					ABSAKA		35.4	
				24.3	13.5			
	9,490	00724		40.9				
					NOLAN	J	48.9	
	7,733	00736		52.8	12.1			
					PILLSBURY		61.0	
	9,145	00744		60.2	7.4			
					LUVERNE		68.4	
	9,613	00757		73.0	12.7			
					HANNAFORD	J	81.1	
	9,686	00770		86.4	13.4			
					SUTTON		94.5	
	9,630	00784		99.9	13.6			
					JUANITA		108.1	
	8,797	00796		112.7	12.8			
					BRANTFORD		120.9	
	10,167	00808	34	124.3	11.6			
					NEW ROCKFORD	JT	132.5	
	8,250	00820		136.8	12.5			
					BREMEN		145.0	CTC
	9,115	00833		149.5	12.5			
					HEIMDAL		157.5	
	8,957	00845		161.7	12.4			
					SELZ		169.9	
	9,591	00861		177.0	15.3			
					AYLMER		185.2	
	9,420	00870		186.8	9.8			
					GUTHRIE		195.0	
	9,116	00883		199.6	12.8			
					KARLSRUHE		207.8	
	9,665	00896		211.9	12.3			
					SIMCOE		220.1	
		05495		226.0	14.1			
					SURREY	J	234.2	
		00911		197.9	2.3			
					GAVIN YARD	BJKT	236.5	
		00913	33	199.7	1.8			
					J. D. SWITCH	X(2)	238.2	
				203.2	3.5			
		00917		0.0				
					MINOT	KX	241.7	
				0.5	0.5			
					SOO TOWER	IJX(2)	241.6	
				4.7	4.2			
					W. L. SWITCH		245.8	
				5.4	0.7			
					GASSMAN SWITCH		246.5	
		00930		13.9	8.5			
					DES LACS		255.0	
	9,880	00939		22.7	8.8			
					BERTHOLD	J	263.8	
	9,090	00956	35	39.4	16.5			
					BLAISDELL		280.3	
	N12,662 S9,863	00970		54.3	14.8			
					STANLEY	JT	295.1	
					7.3			

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cont. 4th Subdiv MAIN LINE STATIONS		Distance from Dil- Worth
					Rule 6		
	8,264	00978	35	61.5	ROSS 12.0	CTC	302.4
	6,708	00990		73.5	WHITE EARTH 7.9		314.4
		00998		81.8	TIOGA 5.5		322.3
	12,448	01003		87.4	TEMPLE 11.6		327.8
	8,665	01015		99.0	WHEELLOCK 5.0		339.4
		01020		104.2	EPPING 17.1		TWC Rule 251 ABS
		01036		121.1	WILLISTON	BKT CTC	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

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.

MP 9.1 Headend speed restriction for westward trains.

MP 5.7 turnout to 9th Subdivision, Moorhead Jct. 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 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 31 crossover 35 MPH.

MP 31.3 turnout at Surrey Jct. Switch 35 MPH.

Between Surrey Jct. Switch and Minot:

Between Absaraka and Pillsbury

MP 23.8 and MP 41.2 55 MPH.

MP 63.4 and MP 64.3, Luverne bridge 60 MPH.

Head end restriction MP 124.0 and MP 124.7 50 MPH.

Surrey through turnouts 35 MPH.

Between Simcoe and J. D. Switch

MP 225.5 and MP 199.7 60 MPH.

Between J. D. Switch and Minot

MP 199.7 and MP 200.9 on Main 2 60 MPH.

Between J. D. Switch and Minot

MP 200.9 and MP 202.2 on Main 2 60 MPH.

Between J. D. Switch and W. L. Switch

MP 202.2 and MP 1.2 on Main 2 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.

MP 1.2 and MP 4.7, Main 1 and

Main 2 60 MPH.

MP 4.7 and MP 5.2, Gassman Bridge 40 MPH.

MP 5.2 and MP 11.2, Westward 60 MPH.

MP 5.2 and MP 11.2, Eastward 60 MPH.

Stanley - South siding 10 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.

MP 81.9 and MP 90.1, Tioga and Tem-

ple 70 MPH.

Epping-Through equilateral turnout at

end of double track and MP 104.0 50 MPH.

MP 111.3 and MP 118.3 Eastward and

Westward 60 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 30 MPH.

Trains or engines leaving siding on

clear signal and through

turnouts at following locations:

Nolan both siding switches 35 MPH.

Absaraka both siding switches 35 MPH.

Pillsbury both siding switches 35 MPH.

Luverne both siding switches 25 MPH.

Hannaford both siding switches 25 MPH.

Sutton both siding switches 35 MPH.

Juanita both siding switches 35 MPH.

Brantford both siding switches 35 MPH.

New Rockford west siding switch 35 MPH.

Bremen both siding switches 35 MPH.

Heimdal both siding switches 35 MPH.

Selz both siding switches 35 MPH.

Alymer both siding switches 35 MPH.

Guthrie both siding switches 25 MPH.

Karlsruhe both siding switches 35 MPH.

Simcoe both 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.

Berthold both siding switches 35 MPH.

Blaisdell both siding switches 35 MPH.

Stanley both siding switches 35 MPH.

..... north siding

Ross both siding switches 35 MPH.

White Earth both siding switches 35 MPH.

Temple both siding switches 35 MPH.

Wheelock both siding switches 35 MPH.

2. Bridge and Equipment Weight Restriction-

Item 5d not permitted between: Tatman Jct. and Tatman, and Walum and Dazey.

Six axle locomotives not permitted on the following tracks:

New Rockford - Oil Spur, between Hannaford and Dazey, and between Tatman Jct and Tatman.

3. TWC Instructions-Track Warrant Control in effect between:

MP 104.2, Epping and MP 121.1, Williston

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

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

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

Eastward trains destined Lakes 1st or 6th 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. Exception: If Montana Division track warrants and track bulletins are not received, a crew member will notify the Dakota Division Dispatcher and be governed by his instructions.

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 12.9, West Fargo.

MP 55.1 (RRVW)/MP 28.4 (BN), CTC Casselton and MP 52.9 (RRVW), Durbin (RRVW) on RRVW 2nd Subdivision.

6. Dilworth, Moorhead, Fargo, West Fargo- Between MP 0.0, Dilworth and MP 12.9, West Fargo, 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 Gavin Yardmaster.

Freight trains departing from downtown Minot will call Gavin Yardmaster 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 Gavin Yardmaster.

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, Main 1 and Main 2 for westward movement over bridge 122.8

MP 8.0, Main 1 and Main 2 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 2.1, Main 1 and Main 2 eastward trains.

MP 8.0 Main 1 and Main 2 westward trains.

MP 20.1 MP 67.5

MP 46.5 MP 92.1

11. Locomotive cooling water available at Minot, New Rockford, 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 switches not equipped with electric locks:

West Fargo, Interstate Seed and 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
57318 Dazey	9.6 east of Hannaford	14	Both
57324 Walum	3.4 east of Hannaford	12	Both
00777 Glenfield	7.0 west of Sutton	45	Both
00790 Grace City	6.4 west of Juanita	27	Both
00827 Hamberg	6.1 west of Bremen	36	Both
00839 Wellsburg	6.1 West of Heimdahl	46	East
58515 Tatman	15.8 west of J. D. Switch	182	East
00934 Lonetree	4.1 west of Des Lacs	38	East
00963 Palermo	7.0 west of Blaisdell	28	Both
01009 Ray	6.8 west of Temple	66	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS Rule 6	Distance from Fargo Yard Office
	00679	34	0.1	FARGO YARD OFFICE JTY	0.0
			23.4	2.5 ABS	
			25.9	DAKOTA JCT. JY	2.5
6,455	10053		31.9	6.0 HARWOOD	8.5
3,500	10066		44.4	12.4 GARDNER	19.4
6,462	10072		50.6	6.3 GRANDIN	25.7
7,367	10084	220	62.3	11.9 HILLSBORO	37.6
	10088		65.9	3.6 TAFT	41.2
	10092		70.1	4.2 CUMMINGS	45.4
6,460	10098		76.1	6.0 BUXTON	51.4
3,971	10103		81.1	4.9 REYNOLDS	56.3
5,618	10110		88.2	7.2 THOMPSON	63.5
			97.7	10.6 F.O. SWITCH IJTY	74.1
			98.0	0.3 WEST GRAND FORKS	
			98.2	Y ABS	74.4
				0.2 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 26.1 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 45 MPH.

Sidings except Hillsboro and Thompson 5 MPH.

Hillsboro-On old Beet track 5 MPH.

Thompson-Elevator track over scale 5 MPH.

Item 1A, All Subdivisions, applies between MP 75.0 and MP 97.7.

2. Bridge and Equipment Weight Restrictions-

Six axle locomotives not permitted on following tracks:

Hillsboro- Beet Track, Taft- Elevator track.

3. TWC Instructions-Track Warrant Control in effect between:

MP 27.9, Dakota Jct. and MP 97.5, F.O. Switch.

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, and Buxton.

Hillsboro siding located between MP 60.0 and MP 61.7.

9. Track Side Warning Detectors Protecting Bridges, Tunnels or other Structures-

MP 34.0 Between Harwood and Gardner

Other Track Side Warning Detector Locations-

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 Sub-division. Coal Connecting track is industrial track.

12. Thompson-Elevator or scale track, avoid excessive use of independent brakes.

13. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
10078 Kelso	6.1 west of Grandin	8	West
10086 American Crystal	2.3 west of Hillsboro	60	Both
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	West
10120 Prairie Sub Station	8.8 west of Thompson	10	East

W E S T W A R D ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from D. L. Switch
					Rule 6		
			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	BJTX	84.9
		05396		98.2	12.9 PENN		97.8
	6,511	05402		104.2	6.0 CHURCHS FERRY	JT	103.8
	8,214	05414		115.7	41.5 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 and Equipment Weight Restrictions-

Six axle locomotives not permitted on the following tracks:

Devils Lake-Industry and wye tracks except Harvest State Elevator tracks at MP 87.7, **Leeds**-any tracks south of main track.

York-Six axle locomotives in excess of 350,000 pounds not permitted on wye track.

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.

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 5.0 and MP 6.0 between D. L. Switch and Emerado.

Eastward trains between MP 79.0 and MP 78.0 between Crary and Devils Lake.

Westward trains between MP 94.0 and MP 95.0 between Devils Lake and Penn.

Eastward trains between MP 185.0 and MP 184.0 between Norwich and Granville.

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, MP 0.0. and Conway, MP 23.0 is industrial track.

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

Grand Forks and Gavin Yard - Rollby inspection of freight trains must be made of trains departing Grand Forks 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. Lakota- Do not exceed 4 MPH over scale on South Elevator track at Cargill Elevator.

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

16. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
05301 Powell	2.5 west of D. L. Switch	7	East
05311 Emerado Air Base Spur	0.5 west of Emerado	125	East
Forest River Bean Plant Spur	5.3 west of Hannah Jct.	9	East
55706 McCanna	6.0 west of Hannah Jct.	35	Both
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	8.4 west of Towner	15	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS	Distance from Cass Lake
				Rule 6	
	05163		105.5	CASS LAKE BKTY	0.0
				9.6	
3,660	05172		95.9	ROSBY	9.6
				5.3	
	05178		90.6	BEMIDJI J	15.3
				6.5	
8,129	05184		84.1	WILTON	21.4
				12.3	
	05196		72.0	SHEVLIN	33.7
				6.7	
	05203		65.1	BAGLEY	40.4
				7.3	
8,239	05211	31	57.7	EBRO	47.7
				13.0	
3,688	05224		44.7	FOSSTON	60.7
				7.6	
9,033	05231		37.2	McINTOSH	68.3
				6.1	
3,823	05237		31.2	ERSKINE AJ	74.4
				6.7	
	05244		24.5	MENTOR	81.1
				6.9	
	05251		17.7	TILDEN JCT.	88.0
				4.5	
9,038	05255		12.9	BENOIT	92.5
				10.2	
	05265		2.9	REDLAND JCT. J	102.7
				2.9	
			0.0	CROOKSTON JCT. J TWC	105.6
			81.0	1.3	
	05270		82.3	CROOKSTON BKT	106.9
				1.6	
			83.9	NORTH CROOKSTON JCT. J	108.5
				9.2	
7,710	05280	32	93.1	FISHER	117.7
				13.7	
			106.8	EAST GRAND FORKS Y	131.4
				3.1	
	05295		109.9	GRAND FORKS BIJKT	134.5
				.3	
			110.2	G. F. SWITCH IJTY ABS	134.8
				1.0	
		220	98.2	D. L. SWITCH IJTY	135.8
		33	0.4		

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

BN Radio Channel No. 2 in service between MP 105.0, Fisher and D.L. Switch

Train Dispatcher Calls-Cass Lake-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.
Sidings	10 MPH.
Cass Lake-On all tracks head end of train over footwalk crossing located west of main track switch to roundhouse.....	10 MPH.
MP 92 and MP 93 at Fisher.....	40 MPH.
Bridge 93.2, Fisher, cars heavier than 263,000 pounds	10 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 103.0, Fisher and MP 105.0, East Grand Forks.....	25 MPH.
MP 105.0, East Grand Forks and MP 110.4, G. F. Switch	10 MPH.
MP 110.4, G. F. Switch and D.L. Switch.....	25 MPH.
Northwood Spur - MP 82.3.....	5 MPH.

2. Bridge and Equipment Weight Restrictions-

Six axle locomotives not permitted on the following tracks:

Crookston-Midland track (Crookston Valley Coop).

Tilden Jct. and Red Lake Falls- trackage restricted to one locomotive.

3. TWC Instructions- Track Warrant Control in effect between:

MP 102.0, Cass Lake and MP 105.0, East Grand Forks.

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

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

MP 105.0, Fisher and D. L. Switch.

MP 102.0, Rosby and Cass Lake.

6. Sidings- Loaded coal trains not permitted.

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

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

Automatic block signal 109.2 governing eastward train and engine movements is located on left hand side of main track 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.

9. Rule 105 Applies- Track between Tilden Jct. and Red Lake Falls is industrial track. Derail 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 must 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. Track Side Warning Detectors Protecting Bridges, Tunnels or Other Structures- None.

Other Track Side Warning Detector Locations-

MP 22.7 between Mentor and Tilden Jct.

MP 47.7 between Fosston and Ebro.

MP 88.0 between Wilton and Bemidji.

13. Fisher-Trains handling loaded C6 covered hoppers in Series BN 466000-BN 466999 are restricted to 10 MPH at Bridge 93.2, Fisher. Train manifest will indicate C6X in car type column.

14. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
05169 Potlatch Spur	3.0 east of Rosby		Both
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
05201 Strata	1.3 east of Tilden Jct.	50	West
55213 Red Lake Falls	13.0 east Tilden Jct	8	West
55044 Runaround track	11.0 east of Tilden Jct	7	Both

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-

The following sidings are authorized for trains over 100 ton O/B: Wakpala, Morrystown, Petrel, Hettinger, Buffalo Springs, 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-** Maintenance of Way train location lineup or track warrant must be obtained.

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	7.6 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	8th Subdiv MAIN LINE STATIONS	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	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		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	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

MP 805.0 and MP 927.5	40 MPH.
MP 927.5 and MP 928.0	20 MPH.
MP 928.0 and MP 1054.2	40 MPH.
MP 1054.2 and MP 1054.4	25 MPH.
MP 1054.4 and MP 1078.9	40 MPH.
All sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions-

McLaughlin, McIntosh, and Bowman elevator 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

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	0.0
			42.8	1.5		
	00675		21.4	MOORHEAD JCT. IJMY		1.5
2,855	00676	220	22.3	MOORHEAD	JY	2.4
			23.4	1.1		
	00678		0.0	FARGO PSGR STATIONBIKY	ABS	3.5
	00679		0.1	FARGO YARD OFFICEIJTX		3.6
			3.9	JY JCT. IJY		7.4
	56111	34	12.4	PROSPER		14.9
	00707		22.8	VANCE	JT	25.3
3,546	00713		28.9	MASON		31.4
	00716		32.0	ERIE JCT.	J	34.4
	00724		40.9	NOLAN	J	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.
 Mason-siding 10 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, Vance 40 MPH.
 Nolan-Thru No. 20 turnout located at MP 40.9 35 MPH.
 Headend Speed Restriction for Westward trains
 Distant Signal, MP 39.6 35 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 and Equipment Weight Restrictions- None.

3. **TWC Instructions-** Track Warrant Control in effect between MP 5.4, West of JY Jct. and MP 40.9, 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 Amenia, track is considered industrial track.

Maximum speed 25 MPH. Cars heavier than 263,000 pounds on all bridges maximum speed 10 MPH.

10. **Mason-** Derails placed on both ends of siding.

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 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.

12. Industrial Tracks and Other Tracks-

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS	Rule 6	Distance from North Crookston Jct
			0.0	NORTH CROOKSTON JCT.	JTY	0.0
			12.7	EUCLID		12.7
	09301		20.9	ANGUS		20.9
	09309		29.3	WARREN	A	29.3
	09317		39.1	ARGYLE		39.1
	09327	245	47.5	STEPHEN		47.5
	09335		56.1	DONALDSON		56.1
	09344		60.9	KENNEDY		60.9
	09349		70.1	HALLOCK		70.1
2,980	09358		82.3	HUMBOLDT		82.3
	09370		90.5	NOYES	BJKY	90.5

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

1. Maximum Speeds Permitted- Zone-Between

Freight

North Crookston Jct. and Noyes 25 MPH.

East leg of wye track 5 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

3. TWC Instructions-Track Warrant Control in effect between:

MP 1.0, North Crookston and MP 87.0, Noyes.

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 1.0
MP 87.0 and MP 90.5.

All movements operating on CN and CP Railroads 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.

10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
09289 Agricultural Exp. Spur	0.2 west of Noyes Jct	33	East
09316 Fertilizer Spur	0.5 east of Warren	7	East
Industrial Site Spur	1.1 east of Stephen	15	East
09350 S. P. Lopoma Potato Whse. Spur	0.7 west of Kennedy	52	East
Agsgo Dist. Inc.	0.8 east of Hallock	7	East
09357 George Welleski Spur	0.7 east of Hallock	7	East
09364 Hill Siding	7.0 west of Hallock	16	Both
09376 St. Vincent	1.8 east of Noyes	13	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv MAIN LINE STATIONS	Distance from Glendive
				Rule 6	
	03649		0.0	GLENDIVE BJKT	0.0
1,631	85835	306	33.7	SAVAGE	35.0
	59225		53.9	SIDNEY BKTY	55.2
	59215		64.4	FAIRVIEW JT	65.7
12,267	01063		78.6	SNOWDEN JTY	80.0

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

Dispatcher Call-in Code: Savage-19, Sidney-18 and Snowden-05.

1. Speed Restrictions-
Zone-Between

Maximum Speeds Permitted

MP 3.5 and MP 14.1	25 MPH.
MP 14.1 and MP 14.4	10 MPH.
MP 14.4 and MP 34.0	25 MPH.
MP 34.0 and MP 36.2	40 MPH.
MP 36.2 and MP 36.3	10 MPH.
MP 36.3 and MP 49.0	40 MPH.
MP 49.0 and MP 64.4	25 MPH.
MP 64.4 and MP 65.5	20 MPH.
MP 65.5 and MP 72.2	25 MPH.
MP 72.2 and MP 72.6	10 MPH.
MP 72.6 and MP 77.0	25 MPH.
Sidney over main street and third street N.E. crossings	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge and Equipment Weight 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 between:

MP 3.5, Glendive and MP 77.0, Snowden.

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 train location lineup or track warrant must be obtained.**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 Stipek	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 Ridgelawn	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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS	Distance from Hannaford
				Rule 6	
	00757		26.4	HANNAFORD JY	0.0
	57406	281	32.5	SHEPARD	6.1
	57410		36.5	COOPERSTOWN	10.0
	57425		51.0	BINFORD	24.5

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

Train Dispatcher Calls: Hannaford-06.

1. Maximum Speeds Permitted -
Zone-Between

Freight

Hannaford and Binford..... 10 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives not permitted.

Entire Subdivision restricted to one locomotive.

3. TWC Instructions- Track Warrant Control in effect between:

MP 27.0, Hannaford and MP 50.5, Binford.

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.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS			Distance from Church- s Ferry
					Rule 6			
		05402	267	0.0	CHURCHS FERRY	JT	0.0	
					15.4			
	2,592	58015		15.3	CANDO		15.4	
					12.5			
		58028		28.0	BISBEE	U	27.9	
					7.3			
		58035	35.0	PERTH		35.2		
				12.2				
	58047	47.3	ROLLA		47.4			

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

Industrial Tracks and Other Tracks-

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

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

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

Industrial Tracks and Other Tracks-

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS			Distance from Towner	EASTWARD ↑
					Rule 6				
		05460	270	0.0	TOWNER JT		0.0		
		58322		22.0	UPHAM		22.1		
		58335		34.8	NEWBURG		34.8		

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS		Distance from Granville
					Rule 6		
		05481	271	0.0	GRANVILLE	JT	0.0
		58413		12.9	13.0 DEERING		13.0
		58424		24.3	11.5 GLENBURN	TWC	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

Churches 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 and Equipment Weight Restrictions-

On 13th Subdivision-Item 5d not permitted between Perth and Rolla.

Six axle locomotives not permitted

On 14th Subdivision-Item 5d not permitted.

Six axle locomotives weighing more than 350,000 pounds not permitted.

On 15th Subdivision-Item 5c and Item 5d not permitted.

Only one four axle locomotive less than 265,000 pounds permitted.

On 16th Subdivision-Item 5d not permitted.

Item 5c not permitted between MP 47.5 and Lorain.

Six axle locomotives in excess of 350,000 pounds 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 Bisbee	(13th Subdiv.)
Soo Line Crossing 7.4 miles west of Willow City	(14th Subdiv.)
Soo Line Crossing 4.0 miles east of Newburg	(15th Subdiv.)

7. Rule 105 Applies-

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

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

Track between MP 53.4 and MP 54.0 on 16th Subdivision is industrial track. Derail 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 Forlar	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
				Rule 6	
	00707	23	64.2	VANCE JT	0.0
	56305		69.0	5.0 ARTHUR	5.0
	56311		75.6	6.0 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
				Rule 6	
	00716	274	0.0	ERIE JCT. J	0.0
	56402		1.4	1.6 ERIE	1.6
	56412		12.1	10.7 GALESBURG	12.3
	56418		17.5	5.7 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
				Rule 6	
	00724	24	24.3	NOLAN J	0.0
	57002		25.7	1.6 PAGE	1.6
	57009		32.8	7.1 COLGATE	8.7
	57015		39.2	6.3 HOPE	15.0
	57024		48.4	9.3 PICKERT	24.3
	57029		53.3	5.0 FINLEY	29.3
	57036		59.8	6.5 SHARON	35.8
	57043		66.9	7.1 ANETA	42.9
	57048		71.9	4.9 KLOTEN	47.8
	57054		77.8	6.0 McVILLE	53.8
	57061		85.1	7.3 PEKIN	61.1
	57067		90.9	5.8 TOLNA	66.9
	57080		103.7	12.7 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

	Freight
Vance and Hunter	(17th Subdiv.) 25 MPH.
Erie Jct. and Clifford	(18th Subdiv.) 25 MPH.
Nolan and Warwick	(19th Subdiv.) 25 MPH.
Pickert-MP 48.2 and MP 48.4	(19th Subdiv.) 10 MPH.
Item 1A, All Subdivisions, applies on these subdivisions.	

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted on 17th and 19th Subdivisions.
17th Subdivision-Six axle locomotives not permitted.
18th Subdivision-None

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, Hunter is industrial track.
18th Subdivision- Trackage between MP 17.0 and MP 17.9 Clifford is industrial track.

6. Finley- Oil Spur east of highway 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	21.2			21.2
	85427		27.0	PRICE			
	85447	303	47.2	6.9			
3,697	85452		52.4	SANGER			28.1
9,135	85465		64.4	20.5			
	85473		72.6	GLENHAROLD			48.6
	85480		80.5	4.9			
				STANTON		TWC	53.5
				11.9			
				HAZEN			65.4
				8.2			
				BEULAH	Y		73.6
				6.9			
				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

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 and Equipment Weight Restrictions-

Item 5d not permitted.

3. TWC Instructions- Track Warrant Control in effect between:

MP 4.0, Mandan and MP 69.8, Beulah.

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- Standard 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.

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.

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
85478 Beulah Mine	4.1 from Beulah	300	Both
85475 Antelope Valley Spur	4.5 west of Beulah	Yard	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	BJKTY		0.0
1,599	85924	312	22.2	24.4			
2,171	85952		50.0	LINDSAY		TWC	24.4
				27.7			
				CIRCLE	Y		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 and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives not permitted.

3. TWC Instructions- Track Warrant Control in effect between:

MP 2.5, Glendive and MP 49.0, 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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	22nd Subdiv BRANCH LINE STATIONS				Distance from Sarpy Jct.
					Rule 6				
		03795	315	0.0		SARPY JCT.	J		0.0
	7,362	03936		37.4		35.9 KUEHN	Y	TWC	35.9

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

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..... 10 MPH.

2. Bridge and Equipment Weight Restrictions- None.

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

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

All trains must be stripe aligned in one direction. WW018 trains stripes must face west departing Kuehn.

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

WESTWARD ↓	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	TWC	29.1
		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 10 MPH.

2. Bridge and Equipment Weight 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.

Speed over scale, when activated not to exceed 2.8 MPH loaded or empty. Reverse movement over scale must not be made after train has started to weigh unless authorized by mine personnel.

8. Colstrip- Coal trains must be stripe aligned in one direction. CC018 trains stripes must face west when departing Colstrip.

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

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 Colstrip loop track switch, MP 29.03.

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
86034 Cow Creek	10.0 west of Colstrip	100	Both

WESTWARD ↓	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.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives not permitted.

3. TWC Instructions- Track Warrant Control in effect between:

MP 1.0, Devils Lake, and Hansboro.

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

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	25th Subdiv BRANCH LINE STATIONS		Distance from Lakota	EAST WARD ↑	
					Rule 6				
		05359		0.0	LAKOTA	JTY	0.0		
		55812	279	12.0	BROCKET	TWC	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

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

Freight

MP 0.0, Lakota and MP 73.0, Sarles..... 25 MPH.

MP 57.8, Clyde and MP 73.0, Sarles, trains
handling loaded cars 10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives in excess of 350,000 pounds not permitted
between MP 0.0 and MP 2.5 and on wye at Lakota.

3. TWC Instructions- Track Warrant Control in effect between:

MP 1.0, Lakota and Sarles.

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 3.7 miles east of Brocket

Soo Line Crossing 3.8 miles east of Munich

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

8. 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	26th Subdiv BRANCH LINE STATIONS Rule 6	Distance from Conway
	55723		23.6	CONWAY J	0.0
	55728		28.0	PISEK	5.0
	55734		34.2	PARK RIVER	11.2
	55744		43.5	EDINBURG	20.5
	55756	252	56.1	MILTON TWC	33.1
	55762		61.9	OSNABROCK	38.8
	55774		73.6	LANGDON	50.5
	55788		88.0	WALES	64.9
	55795		95.0	HANNAH T	71.9

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

1. Maximum Speeds Permitted- Zone-Between

Freight

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

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted between Langdon and Hannah.
Six axle locomotives 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. Train Location Lineups- Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

6. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
55768 Rosford Johnson Spur	1.2 west of Park River	13	West
55781 Easyby	5.5 west of Osnabrock	30	East
55781 Dresden	7.0 west of Langdon	34	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	27th Subdiv BRANCH LINE STATIONS Rule 6	Distance from Larimore
	05323		129.6	LARIMORE J	0.0
	56353		117.4	NORTHWOOD	12.6
	56345	23	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 and Equipment Weight Restrictions-

Item 5d not permitted between MP 97.0 and Mayville.
Six axle locomotives 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
56331 Mayville Pelleting Co. Spur	1.1 west of Mayville	6	West
56332 Gormley Bean Co.	1.2 west of Mayville	13	West
56332 Occidental Agri. Chemicals			
56343 Hunter Commodity Spur	1.0 west of Mayville	9	East
56344 Olaf Bye & Sons Spur	0.8 west of Hatton	8	West
56360 Kempton	0.7 west of Hatton	10	West
56428 Portland	6.3 west of Larimore	15	East
	4.5 west of Portland Jct.	30	Both

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
	55502		1.4	CALSPUR Y	1.4
	55512		12.4	MANVEL	12.0
	55524		24.5	ARDOCH U	24.1
	55530		30.6	MINTO	30.2
	55539	250	39.4	GRAFTON JTUY TWC	39.1
	55546		45.9	AUBURN	45.6
	55553		53.5	ST. THOMAS	53.2
	55559		59.6	GLASSTON	59.3
	55566		66.5	HAMILTON	66.2
	55571		71.6	BATHGATE	71.4
	55579		79.9	NECHE	79.7

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 MP 6.0 10 MPH.
MP 6.0 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 and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives not permitted.

3. TWC Instructions- Track Warrant Control in effect between:

MP 6.0, Grand Forks and Neche.

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-** Glaston, 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
55527 Process Potatoes Inc.	1.9 east of Minto	9	East
55528 J. D. Miller Potato Co.	1.8 east of Minto	5	East
55529 F & R Rudnik	1.7 east of Minto	5	East
55554 Tobiason Gillishammer	1.1 west of St. Thomas	10	East

5. Rule 93- Yard Limits in effect between:

MP 0.0 and MP 2.0.

6. Rule 105 Applies- Walhalla between MP 47.2 and end of track is industrial track.**7. Walhalla-** Normal position of the west crossover switch located at MP 48, from the main track to elevator track, is lined for the elevator.**8. 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.**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
55610 Hoople Industries	1.7 east of Hoople	57	East
55611 Folsom-Fedje Spur	8.6 east of Hoople	11	East
Swanson Farmers	1.6 east of Hoople	20	East
55614 Hoople Potato Products Inc. Spur	0.5 west of Hoople	16	East
Murray Bean Co.	1.1 east of Cavalier	3	East
55630 Cominco Fertilizer & Valley Bean Ass'n Spur	0.7 east of Cavalier	14	West
55645 Ted Eggan 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
Cenex Agri Fuel	1.5 east of Walhalla	90	Both

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

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 and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives not permitted.

3. TWC Instructions- Track Warrant Control in effect between:

MP 2.0, Grafton and MP 47.2, Walhalla.

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	30th Subdiv BRANCH LINE STATIONS	Distance from Honeyford
				Rule 6	
	55422		117.8	HONEYFORD	0.0
	55425		121.3	GILBY	3.5
	55430		125.6	JOHNSTOWN	7.8
	55434	249	130.3	FOREST RIVER U TWC	12.5
	55440		136.1	VOSS	18.3
	55539		145.0	GRAFTON JTUY	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

Freight

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 and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives 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- MP 144.2 at 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.

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	31st Subdiv BRANCH LINE STATIONS	Distance from Moorhead
				Rule 6	
	00676		0.0	MOORHEAD JY	0.0
			22.3		
	56008		8.0	KRAGNES 8.6	8.6
				6.8	
	56015		14.8	GEORGETOWN 6.6	15.4
				6.6	
	56022		21.6	PERLEY 6.0	22.0
				6.0	
	56028		27.4	HENDRUM 6.0	28.0
				6.0	
	56034	247	33.5	HALSTAD 7.6	34.0
				7.6	
	56041		41.0	SHELLY 4.8	41.6
				4.8	
	56046		45.8	NIELSVILLE 5.6	46.4
				5.6	
	56052		50.8	CLIMAX 5.9	52.0
				5.9	
	56057		56.8	ELDRED 8.6	57.9
				8.6	
	09285		65.5	M. N. JCT. JY	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

Freight

Moorhead and M.N. Jct. 25 MPH.
MP 13.7, Kragnes and MP 29.2, Halstad 10 MPH.
Bridge 63.3, between MN Jct. and Eldred..... 10 MPH.
Item 1A, All Subdivisions, applies.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives not permitted.

3. TWC Instructions- Track Warrant Control in effect between:

MP 2.6, Kragnes and MP 64.0, M.N. Jct.

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

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
56064 Wilds	8.1 west of Eldred	160	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	32nd Subdiv BRANCH LINE STATIONS	Distance from Ada
				Rule 6	
	09252		48.2	ADA 16.9	0.0
	09270	32	65.1	BELTRAMI 15.3	17.0
	09285		80.3	M. N. JCT. JY	32.3
				0.7	
			81.0	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 and Equipment Weight Restrictions-

Six axle locomotives not permitted.

3. TWC Instructions- Track Warrant Control in effect between:

Ada and MP 79.9, M.N. Jct.

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

5. Rule 93- Yard limits in effect between:

MP 79.9 and MP 80.3.

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

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

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
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	
		55044		45.4	20.5 FERTILE	TWC	20.5	

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 and Equipment Weight Restrictions-

Item 5d not permitted.
Six axle locomotives 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 MP 45.4 and MP 46.5 is industrial track. Derail 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 east of Fertile.....	7	West

WEST WARD ↓	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	Y	0.0
		55294		82.9	21.4 ROSEAU		21.4
		55281		70.0	13.0 BADGER		34.4
		55271		60.5	9.5 GREENBUSH		43.9
		55253		41.8	18.6 MIDDLE RIVER	TWC	62.5
		55234		22.6	19.2 SOO LINE CROSSING	M	81.7
		55230		19.6	3.1 THIEF RIVER FALLS	T	84.8
		55223		11.8	7.2 ST. HILAIRE		92.0

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

**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 and Equipment Weight Restrictions-

Item 5c not permitted between Roseau and Warroad.
Item 5d not permitted.
Six axle locomotives not permitted.

3. TWC Instructions-Track Warrant Control in effect between:

MP 102.0, Warroad and MP 13.9, St. Hilaire.
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. Rule 93- Yard limits in effect between:
MP 102.0 to end of track.

6. Thief River Falls- Due to sharp curvature of track, when handling a 50 foot or longer car, on east leg of wye and over the crossover, cars should be handled separately.

7. At Soo Line Crossing-

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

Normal position of the SOO Line connection switch leaving the Dakota 34th Subdivision is lined for connection track.

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

Derail installed on the main track at MP 13.9.

9. St. Hilaire- Do not exceed 4 MPH over scale on elevator track. Avoid excessive use of independent brake over scale.

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
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 east of Thief River Falls	10	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	35th Subdiv BRANCH LINE STATIONS	Distance from McKenzie
	03419	290	0.0	McKENZIE JT	0.0
	57212		11.6	11.7 MOFFITT JU	11.7
	57228		27.7	16.0 HAZELTON	27.7
	57237		36.7	9.0 TEMVIK	36.7
			45.3	7.9	
	57245	292	75.0	LINTON T TWC	44.6
	57255		65.1	9.0 STRASBURG	54.5
	57267		53.9	11.2 HAGUE	65.7
	57270		44.4	9.1 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 and Equipment Weight Restrictions-

Item 5c not permitted between Temvik and Zeeland.
Item 5d not permitted.

Six axle locomotives not permitted.

Four axle locomotives in excess of 267,000 pounds not permitted.

Not more than two four axle locomotives in excess of 261,000 pounds each permitted.

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 Zealand- Main track out of service between MP 74.0 and MP 44.4.

7. Railroad Crossings not Indicated at Station-

DMVW RR 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	Distance from Berthold
1,913	00939	263	0.0	BERTHOLD JY	0.0
				20.5	
	58620		20.4	COULEE	20.5
				7.0	
	58627		27.2	KENASTON	27.5
				6.7	
1,703	58634		33.9	NIOBE JY	34.2
				6.7	
	58641		40.6	COTEAU TWC	40.9
				14.2	
	58655		54.8	LIGNITE	55.1
				2.1	
	58657		57.0	LIGNITE JCT. J	57.2
				8.0	
	58665		64.5	KINCAID	65.2
				10.3	
	58675		75.3	NOONAN	75.5
				13.2	
	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	Distance from Niobe
	58634	264	0.0	NIOBE J	0.0
				8.3	
	58708		8.0	BOWBELLS A	8.3
				12.8	
	58721		20.8	NORTHGATE	21.1
				0.6	
	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		0.0	STANLEY	JT	0.0
		58812		11.7	LOSTWOOD		13.2
		58825	265	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 and Equipment Weight Restrictions-

- 36th Subdivision-Item 5d not permitted between Niobe and Crosby.
- Six axle locomotives not permitted between Niobe and Crosby.
- 37th Subdivision-None
- 38th Subdivision-Item 5d not permitted between Zahl and Grenora.
- Six axle locomotives in excess of 350,000 pounds 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. Boundary 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 and Equipment Weight Restrictions-

- Item 5d not permitted.
- Six axle locomotives not permitted.
- Four axle locomotives in excess of 265,000 pounds not permitted.

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

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

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:

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:

6TH Subdivision between DILWORTH and SURREY **DIAL 6**
 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 - JANUARY, 1991

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
0038	192.00	192.00	Flagging for SOO Line at the interlocker located 1,200 feet westerly of MP 192.00 Bismarck, ND	J 0167
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	77.20		Unusual or extraordinary expense of signals on industry track crossing County Road 26A near Zap, ND for ANG Coal Gasification Company. Normal maintenance is flat rated BN 17935	O85YN000009
0303	3.30		M/O of switches Amoco Oil Co. Refinery Mandan, ND	O85YN000010
0303	3.80		M/O industry trackage for Montana-Dakota Utilities, Mandan, ND (Upon request) N-18280	O85YN000011
0303	72.60		Inspection and maintenance of trackage for Beulah Mine, Beulah, ND for Knife River Coal Mining BN 5471	O85YN000006
0303	77.00	79.00	M/O of industry trackage and signal controlled crossing on industry tracks for North American Coal Corp near Zap, ND BN 5762 and BN 13428	O90DK000001
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 CO., 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, 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	R. R. Roby, D. D. Loonan, D. D. Dickinson, J.H. Gannon	(612) 782-3430
8-782-3432	Asst. Chief North	
8-782-3431	Asst. Chief South	
8-782-3436	Coal Chief	
	District 3 Dispatcher	
8-782-3403	9th subdiv	South Moorhead to JY Jct.
	District 4 Dispatcher	
8-782-3404	8th subdiv	Mobridge to Terry
	District 5 Dispatcher	
8-782-3405	1st, 20th, 35th subdivs	(MP 31.2) Surrey Jct. Switch to Mandan, Man- dan to Zap, and McKenzie to Zeeland
	District 6 Dispatcher	
8-782-3406	4th, 9th, 12th, 17th, 18th, 19th subdivs	Dilworth to Surrey, JY Jct to Nolan, Hannaford to Binford, Vance to Hunter, Erie Jct. to Clifford and Nolan to Warwick.
	District 7 Dispatcher	
8-782-3407	4th, 11th, 36th, 37th, 38th and 39th subdivs	Surrey to Williston, Glen- dive to Snowden, Berthold to Crosby, Niobe to Boun- dry Line, Stanley to Grenora and Watford City to Fairview.
	District 11 Dispatcher	
8-782-3411	2nd, and 21st subdivs	Mandan to Glendive and Glendive to Circle.
	District 12 Dispatcher	
8-782-3412	3rd, 22nd and 23rd subdivs	Glendive to Jones Jct., Sarpy Jct. to Kuehn and Nichols Wye to Big Sky.
	District 13 Dispatcher	
8-782-3413	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 Han- sboro, 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 Fer- tile, and Warroad to St. Hilaire.

LINE SEGMENT NUMBERS

YARD SEGMENT NUMBERS

Line Segment	Yard
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
227	Portage Jct.-Midland Jct. Winnepeg	
243	Tilden Jct.-Red Lake Falls	
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
287	Jamestown-State Hospital	
291	Fargo-Dakota Jct.	4.2 to 5.6
291	JY Jct.-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	

GST CODE TO CAR KIND DESCRIPTION - FOR COMPANY SERVICE CARS SEE "GSTCS"

CODE	DESCRIPTION	CODE	DESCRIPTION
A4	AUTO BOX LESS THAN 49'8"	IT9	FLAT TOFC 89' AND OVER TWIN 45' S
A5	AUTO BOX 49'8" AND LESS THAN 59'8"	IX9	FLAT TOFC 89' AND OVER TWIN 45'S OR 3-28' PUPS
A6	AUTO BOX 59'8" AND LESS THAN 79'8"	H9D	HOPPER OPEN UNIQUE DESIGN/SPECIAL SERVICE W/2 ROTARY COUPLERS
A7	AUTO BOX 79'8" AND OVER	IF5	FLAT TOFC LESS THAN 80' FIXED HITCH
B1	BOX 50' 6" AND 7" SINGLE DOOR	IF8	FLAT TOFC 80' AND OVER FIXED HITCH
B2	BOX 40' 6" AND 7" SINGLE DOOR	IF9	FLAT TOFC 89' AND OVER TWIN 45'S FIXED HITCH
B3	BOX 50' 8" TO 12' SINGLE DOOR (PLUG OR SLIDING)	IP9	FLAT TOFC 89' AND OVER TWIN 45'S OR 3-28' PUPS FIXED HITCH
B5	BOX 50' 12' AND OVER DOOR (DOUBLE, PLUG OR COMBINATION)	IU5	FLAT TOFC/COFC DUAL PURPOSE LESS THAN 80FT
B6	BOX 40' 12' AND OVER DOOR (DOUBLE, PLUG OR COMBINATION)	IU8	FLAT TOFC/COFC DUAL PURPOSE 80FT AND OVER
B7	BOX 50' DOUBLE SLIDING 12' OR MORE DOOR	IU9	FLAT TOFC/COFC DUAL PURPOSE TWIN 45'S
B8	BOX 40' DOUBLE SLIDING 12' OR MORE DOOR	IUX	FLAT TOFC/COFC 89' AND OVER TWIN 45'S OR 3-38' PUPS
B9	BOX 60' 6" TO 12' AND OVER DOORS (SINGLE, DOUBLE, PLUG, COMB OR SLIDING)	IOD	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS DOUBLE STACK
BD	BOX 40' NONINSULATED BELT RAIL EQUIPPED FOR CROSS BARS	I1D	FLAT COFC 1 PLATFORM DOUBLE STACK
BDC	BOX 40' NONINSULATED WITH MOVEABLE BULKHEADS	I2D	FLAT COFC ARTICULATED 2 PLATFORMS DOUBLE STACK
E	BOX 50' NONINSULATED BELT RAIL EQUIPPED FOR CROSS BARS	I3D	FLAT COFC ARTICULATED 3 PLATFORMS DOUBLE STACK
BEC	BOX 50' NONINSULATED WITH MOVEABLE BULKHEADS	I4D	FLAT COFC ARTICULATED 4 PLATFORMS DOUBLE STACK
BF	BOX 60' AND OVER NONINSULATED BELT RAIL EQPD FOR CROSS BARS	I5D	FLAT COFC ARTICULATED 5 PLATFORMS DOUBLE STACK
BFC	BOX 60' AND OVER NONINSULATED WITH MOVEABLE BULKHEADS	I6D	FLAT COFC ARTICULATED 6 PLATFORMS DOUBLE STACK
BG	BOX 40' SINGLE PLUG DOOR W/GRAIN ACCESS/GENERAL PURPOSE	I7D	FLAT COFC ARTICULATED 7 PLATFORMS DOUBLE STACK
BS	BOX SPECIAL (SPECIFIC SERVICE OR SPECIAL DESIGN)	I8D	FLAT COFC ARTICULATED 8 PLATFORMS DOUBLE STACK
C2	HOPPER, COVERED LESS THAN 2200 CU CAP-50 TO 70 TON	I9D	FLAT COFC ARTICULATED 9 PLATFORMS DOUBLE STACK
C4	HOPPER, COVERED 2200 TO 3899 CU CAP 70 TON	IOC	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS SINGLE STACK
C5	HOPPER, COVERED TO 3900 CU CAP OVER 175,000 LB CAP	I2T	FLAT TOFC ARTICULATED 2 PLATFORMS
C6	HOPPER, COVERED OVER 3900 CU CAP OVER 175,000 LB CAP	I3T	FLAT TOFC ARTICULATED 3 PLATFORMS
C6E	HOPPER, COVERED JUMBO WITH 'E' GRADE COUPLER	I4T	FLAT TOFC ARTICULATED 4 PLATFORMS
C6L	HOPPER, COVERED JUMBO LEASED	I5T	FLAT TOFC ARTICULATED 5 PLATFORMS
C9	HOPPER, COVERED UNIQUE DESIGN/SPEC SERV OVER 5000 CU CAP TO 190,000 LB CAP	I6T	FLAT TOFC ARTICULATED 6 PLATFORMS
C9M	HOPPER, COVERED EQUIPPED MECHANICAL REFRIGERATOR	I7T	FLAT TOFC ARTICULATED 7 PLATFORMS
CA	HOPPER, AIRSLIDE LESS THAN 3000 CU CAP	I8T	FLAT TOFC ARTICULATED 8 PLATFORMS
CB	HOPPER, AIRSLIDE OVER 3000 CU CAP	I9T	FLAT TOFC ARTICULATED 9 PLATFORMS
CR	COKE RACK	IOU	FLAT TOFC/COFC DUAL PURPOSE 10 OR MORE PLATFORMS
F2	FLAT BI-LEVEL STANDARD	I2U	FLAT TOFC/COFC DUAL PURPOSE 2 PLATFORMS
F3	FLAT TRI-LEVEL	I3U	FLAT TOFC/COFC DUAL PURPOSE 3 PLATFORMS
F3V	FLAT STAC-PAC, VERT-A-PAC, MULTI-LEVEL	I4U	FLAT TOFC/COFC DUAL PURPOSE 4 PLATFORMS
F4	FLAT LESS THAN 50'	I5U	FLAT TOFC/COFC DUAL PURPOSE 5 PLATFORMS
F5	FLAT 50' AND LESS THAN 59'	I6U	FLAT TOFC/COFC DUAL PURPOSE 6 PLATFORMS
F6	FLAT 59' AND LESS THAN 80'	I7U	FLAT TOFC/COFC DUAL PURPOSE 7 PLATFORMS
F8	FLAT 80' AND OVER	I8U	FLAT TOFC/COFC DUAL PURPOSE 8 PLATFORMS
F9	FLAT ARTICULATED	I9U	FLAT TOFC/COFC DUAL PURPOSE 9 PLATFORMS
FA2	FLAT BI-LEVEL FULLY ENCLOSED	PH	BOX, PASSENGER
FA3	FLAT TRI-LEVEL FULLY ENCLOSED	PR	REFRIGERATOR, PASSENGER
FB4	FLAT BULKHEAD LESS THAN 50'	R1	REFRIGERATOR REGULAR LESS THAN 49'
FB5	FLAT BULKHEAD 50' AND LESS THAN 59'	R2	REFRIGERATOR REGULAR LESS THAN 49'
FB6	FLAT BULKHEAD 59' AND LESS THAN 80'	R3	REFRIGERATOR MECHANICAL LESS THAN 49'
FB8	FLAT BULKHEAD 80' AND OVER	R4	REFRIGERATOR MECHANICAL LESS THAN 49'
FC6	FLAT CENTER BEAM BULKHEAD LESS THAN 70'	R5	REFRIGERATOR INSUL 49' TO 59' BELT RAIL EQPD FOR CROSS BARS
FC7	FLAT CENTER BEAM BULKHEAD 70' TO 80'	R5C	REFRIGERATOR INSUL BOX W/MOVEABLE BULKHEAD 49' TO 59'
FC8	FLAT CENTER BEAM BULKHEAD GREATER THAN 80'	R6	REFRIGERATOR INSUL LESS THAN 49' BELT RAIL EQPD FOR CROSS BAR
FE	FLAT CHAIN TIE DOWN, PERMANENT STAKES ETC.	R6C	REFRIGERATOR INSUL BOX W/MOVEABLE BULKHEAD LESS THAN 49'
FL	FLAT LOG LOADING	R7	REFRIGERATOR INSULATED 59' TO 79'
FS	FLAT SPECIAL NOT CONTROLLED BY AAR ON CSD 439 (PERM STAKES OR RACKS) HEAVY DUTY	R8	REFRIGERATOR BULK POTATO
FSA	FLAT SPECIAL CONTROLLED BY AAR ON CSD 439 WELL DEPRESSED (PERM STAKES OR RACKS) HEAVY DUTY AND GEN PURPOSE FLATS OVER 200,000 LB CAP	R8M	REFRIGERATOR BULK POTATO
G1	GONDOLA 50' SOLID BOTTOM FIXED ENDS	R9	REFRIGERATOR INSUL 59' TO 79' BELT RAIL EQPD FOR CROSS BARS
G2	GONDOLA 40' SOLID BOTTOM FIXED ENDS	R9C	REFRIGERATOR INSUL W/MOVEABLE BULKHEAD 59' TO 79'
G3	GONDOLA 50' DROP BOTTOM	RB5	REFRIGERATOR BUNKERLESS UNEQUIPPED 49' TO 59'
G4	GONDOLA 40' DROP BOTTOM	RB6	REFRIGERATOR BUNKERLESS UNEQUIPPED LESS THAN 49'
G6	GONDOLA 60' AND OVER SOLID BOTTOM FIXED ENDS	RB9	REFRIGERATOR BUNKERLESS UNEQUIPPED 59' TO 79'
GBD	HOPPER OPEN 48' AND OVER INSIDE W/2 ROTARY COUPLERS	RCO	REFRIGERATOR CO2 FROZEN FOOD LOADING RR REFRIGERATOR W/RACK OR RAILS
GBR	HOPPER OPEN 4150 CU CAP NO DOORS W/1 ROTARY COUPLER	RR1	ROAD RAILER - DRY VAN W/ADAPTERS
GC	GONDOLA COVERED	RR2	ROAD RAILER - CHASSIS
GE	GONDOLA 50' SOLID BOTTOM DROP END	RR3	ROAD RAILER - AUTO RACK
GF	GONDOLA 60' AND OVER SOLID BOTTOM DROP END	RR4	ROAD RAILER - DRY VAN (MARK IV)
GS	GONDOLA SPECIAL EQUIPPED CONTAINER, PERM STAKES ETC.	RR5	ROAD RAILER - DRY VAN (MARK V)
GSD	HOPPER OPEN 4000 CU CAP W/2 ROTARY COUPLERS	SB	BOX SYSTEM STOCK CARS CONVERTED TO GRAIN USE
GSH	HOPPER OPEN FOR UNLOADING ON DUMPING MACHINE	T1	TANK 7000 GAL CAPACITY
GSR	HOPPER OPEN 4000 CU CAP W/1 ROTARY COUPLER	T2	TANK 8000 TO 9000 GAL CAPACITY
H1	HOPPER OPEN, ORE CAR	T3	TANK 10,000 TO 11,000 GAL CAPACITY
H2	HOPPER OPEN 50 TON	T4	TANK 12,000 TO 18,000 GAL CAPACITY
H4	HOPPER OPEN 70 TON	T5	TANK 19,000 TO 21,000 GAL CAPACITY
H4D	HOPPER OPEN TO 3899 CU CAP W/2 ROTARY COUPLERS	T6	TANK 22,000 TO 24,000 GAL CAPACITY
H4R	HOPPER OPEN TO 3899 CU CAP W/1 ROTARY COUPLER	T7	TANK 25,000 TO 27,000 GAL CAPACITY
H5	HOPPER OPEN LESS THAN 3900 CU CAP OVER 175,000 LB CAPACITY	T8	TANK 28,000 TO 31,000 GAL CAPACITY
H5D	HOPPER OPEN TO 3899 CU CAP W/2 ROTARY COUPLERS	T9	TANK 32,000 GAL CAPACITY AND OVER
H5R	HOPPER OPEN TO 3899 CU CAP W/1 ROTARY COUPLER	NOTE:	TANKS LISTED BELOW BY GST CODE ARE SPEED RESTRICTED WHEN LOADED WITH HAZARDOUS MATERIALS
H6	HOPPER OPEN OVER 3900 CU CAP OVER 175,000 LB CAPACITY	TR1	TANK 7,000 GAL CAPACITY
H6D	HOPPER OPEN 4000 CU CAP WITH W/2 ROTARY COUPLERS	TR2	TANK 8,000 TO 9,000 GAL CAPACITY
H6R	HOPPER OPEN OVER 3900 CU CAP W/1 ROTARY COUPLER	TR3	TANK 10,000 TO 11,000 GAL CAPACITY
H9	HOPPER OPEN UNIQUE DESIGN/SPECIAL SERVICE	TR4	TANK 12,000 TO 18,000 GAL CAPACITY
HS	HOPPER OPEN HART SELECTIVE REVENUE OR COMPANY SERVICE	TR5	TANK 19,000 TO 21,000 GAL CAPACITY
IC5	FLAT CONTAINER LESS THAN 80'	TR6	TANK 22,000 TO 24,000 GAL CAPACITY
IC8	FLAT CONTAINER 80' AND OVER	TR7	TANK 25,000 TO 27,000 GAL CAPACITY
IT5	FLAT TOFC LESS THAN 80FT	TR8	TANK 28,000 TO 31,000 GAL CAPACITY
IT8	FLAT TOFC 80' AND OVER	TR9	TANK 32,000 GAL CAPACITY AND OVER
IX8	FLAT CONTAINER 80' AND OVER 3-28' PUPS	TRS	TANK GLASS LINED
		TS	TANK GLASS LINED
		WC	WOOD CHIP
		XF4	BOX 40' EQPD W/INTERIOR TO PREVENT CONTAMINATION
		XF5	BOX 50' EQPD W/INTERIOR TO PREVENT CONTAMINATION

GSTCS

GST CODE TO CAR KIND - COMPANY SERVICE DESCRIPTION SEE "GSTCS"

CODE	DESCRIPTION	CODE	DESCRIPTION
MA3	AIR DUMP 30'	MF1	FLAT, UNIVAN, 7 MAN
MA4	AIR DUMP 40'	MF2	FLAT, UNIVAN, 8 MAN
MA5	AIR DUMP 50'	MF3	FLAT, UNIVAN, 10 MAN
MBA	BOX, AIR REPEATER (BNH CAR SERIES)	MF4	FLAT, 40' GENERAL SERVICE
MBB	BOX, BULK, 8 MAN, CONVERTED	MF5	FLAT, 50' GENERAL SERVICE
MBC	BOX, COAL	MF6	FLAT, 60' GENERAL SERVICE
MBD	BOX, DINER, CONVERTED	MF7	FLAT, 70' GENERAL SERVICE
MBF	BOX, FOREMAN, CONVERTED	MF8	FLAT, 80' GENERAL SERVICE
MBG	BOX, GROCER, COMMISSARY	MF9	FLAT, 90', GENERAL SERVICE
MBI	BOX, ICE CARS, INSULATED	MGP	GONDOLA, PANEL, RAIL OR TRACK
MBK	BOX, KITCHEN CONVERTED	MGS	GONDOLA, SCALE TEST CARS
MBL	BOX, LUBRICATOR, RAIL	MGT	GONDOLA, TIE SERVICE
MBM	BOX, MAIL, COMPANY	MGW	GONDOLA, WEDGE PLOW
MBO	BOX, OUTFIT, TOOL	MG1	GONDOLA, WHEELS, SECOND HAND, ALL EQUIPMENT
MBR	BOX, MINI-TRAIN TRANSPORT	MG4	GONDOLA, 40' GENERAL SERVICE
MBS	BOX, SHOWER, CONVERTED	MG5	GONDOLA, 50' GENERAL SERVICE
MBV	BOX, VEGETATION CONTROL, CHEMICALS, SUPPLIES	MG6	GONDOLA, 60' GENERAL SERVICE
MB1	BOX, 40' UNEQUIPPED, GENERAL SERVICE	MG7	GONDOLA, 70' GENERAL SERVICE
MB2	BOX, 50' UNEQUIPPED, GENERAL SERVICE	MCA	HOPPER, COVERED, SAND, BOTTOM DROP, AIR PRESSURE
MB3	BOX, 40' EQUIPPED, GENERAL SERVICE	MCC	HOPPER, COVERED, SAND, CENTER BOTTOM DROP, GRAVITY UNLOAD
MB4	BOX, 50' EQUIPPED, GENERAL SERVICE	MHS	HOPPER, OPEN, BALLAST, HART SELECTIVES
MB5	BOX, SAND SERVICE	MJS	JORDAN SPREADER, WITHOUT DITCHER
MB6	BOX, CRANES, DERRICKS AND WRECKER SERVICE	MJ1	JORDAN SPREADER, WITH DITCHER
MC1	CRANE, 25 TON	MLL	LOCOMOTIVE, MOW
MC2	CRANE, 30 TON	MLP	PLOW, ROTARY
MC3	CRANE, 40 TON	MPA	PASSENGER, BUSINESS CARS (BNA CAR SERIES)
MC4	CRANE, 50 TON	MPB	PASSENGER, BUNK, 10 MAN, CONVERTED
MC5	CRANE, 55 TON	MPC	PASSENGER, COMBINATION KITCHEN, DINER AND BUNK
MC6	CRANE, 100 TON	MPD	PASSENGER, DINER, CONVERTED
MCT	FLAT, CONCRETE TIE	MPG	PASSENGER, GROCERY, COMMISSARY
MDD	DOZER, PLOW	MPK	PASSENGER, KITCHEN, CONVERTED
MD1	DERRICK, 150 TON	MPL	PASSENGER, BUFFET, CONVERTED
MD2	DERRICK, 160 TON	MPO	PASSENGER, OUTFIT
MD3	DERRICK, 200 TON	MPS	PASSENGER, STORAGE CARS
MD4	DERRICK, 250 TON	MPT	PASSENGER, TOOL CARS
MFA	FLAT, AUTO LOADER	MP1	PASSENGER, DETECTOR CARS, MAGNETIC
MF8	FLAT, BOOM CAR	MP2	PASSENGER, DETECTOR CARS, ULTRA-SONIC
MFC	FLAT, CATERPILLAR TRACTORS	MP3	PASSENGER, TRACK GEOMETRY CARS
MFD	FLAT, DITCHER EQUIPMENT	MP4	PASSENGER, AIR BRAKE INSTRUCTION CARS
MFE	FLAT, EXCAVATOR EQUIPMENT	MP9	PILE DRIVERS
MFF	FLAT, DEPRESSED WELL	MRP	PLOW, RUSSELL
MFG	FLAT, GENERATOR TRANSPORT, DIESEL ENGINE	MSB	SHOULDER BALLAST CLEANER
MFH	FLAT, LOCOMOTIVE TRUCKS	MSS	SCALE TEST CARS
MF1	FLAT, IDLER	MTA	TANK, FIRE CARS
MFK	FLAT, KITCHEN, UNIVAN	MTC	TANK, CREOSOTE
MFL	FLAT, DINER, UNIVAN	MTD	TANK, DIESEL FUEL AND LUBE OIL
MFM	FLAT, BOLTED RAIL SERVICE	MTG	TANK, GASOLINE ONLY
MFO	FLAT, OUTFIT, TOOL	MTJ	TANK, JOURNAL OIL
MFP	FLAT, PANEL, RAIL	MTV	TANK, VEGETATION CONTROL CHEMICALS
MFR	FLAT, RAIL, WELDED	MTW	TANK, WATER SERVICE
MFS	FLAT, LONG RAIL ONLY, ENGINEERING	MT1	TANK, CLEANER CHEMICALS
MFT	FLAT, TIE, BULKHEAD	MT2	TANK, DIRTY OR DRAIN OIL, WASTE DIESEL FUEL AND FURNACE OIL
MFU	FLAT, WHEELS, DIESEL ENGINE	MT3	TANK, USED MINERAL SPIRITS
MFV	FLAT, WHEELS, FREIGHT CARS	MT4	TANK, WATER TREATMENT CHEMICALS
MFW	FLAT, WHEELS, PASSENGER CARS	MT5	TANK, MISCELLANEOUS SERVICE
MFX	FLAT, UNIVAN, 2 MAN	MUC	CABOOSE CONVERSION, 4 MAN LIVING CAR
MFY	FLAT, UNIVAN, 4 MAN		
MFZ	FLAT, UNIVAN, 6 MAN		

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

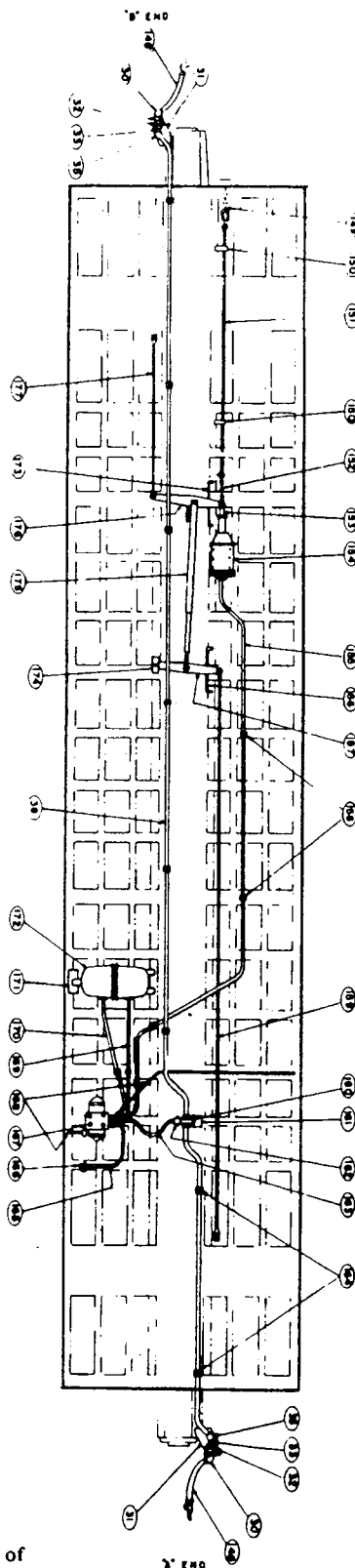
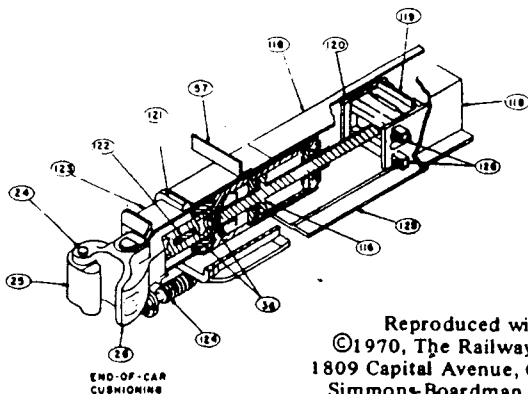
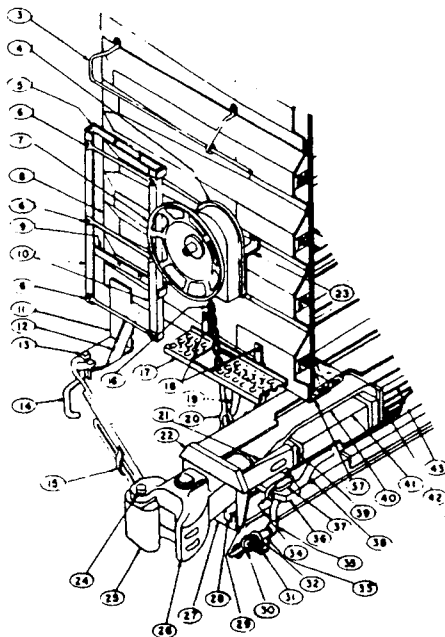
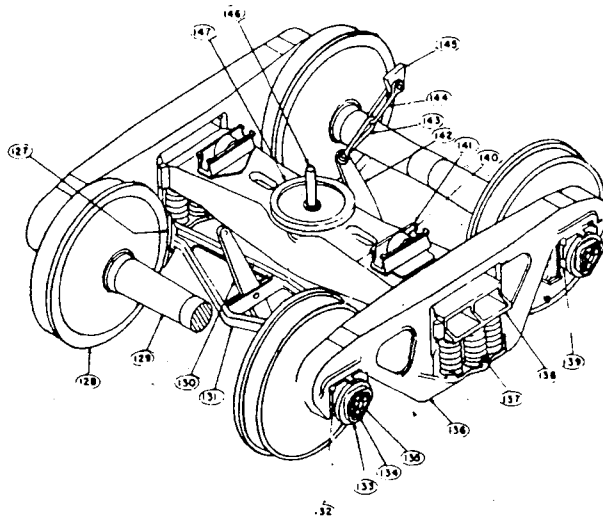
MEDICAL EXAMINERS AND LOCAL SURGEONS (Dakota Division)

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

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

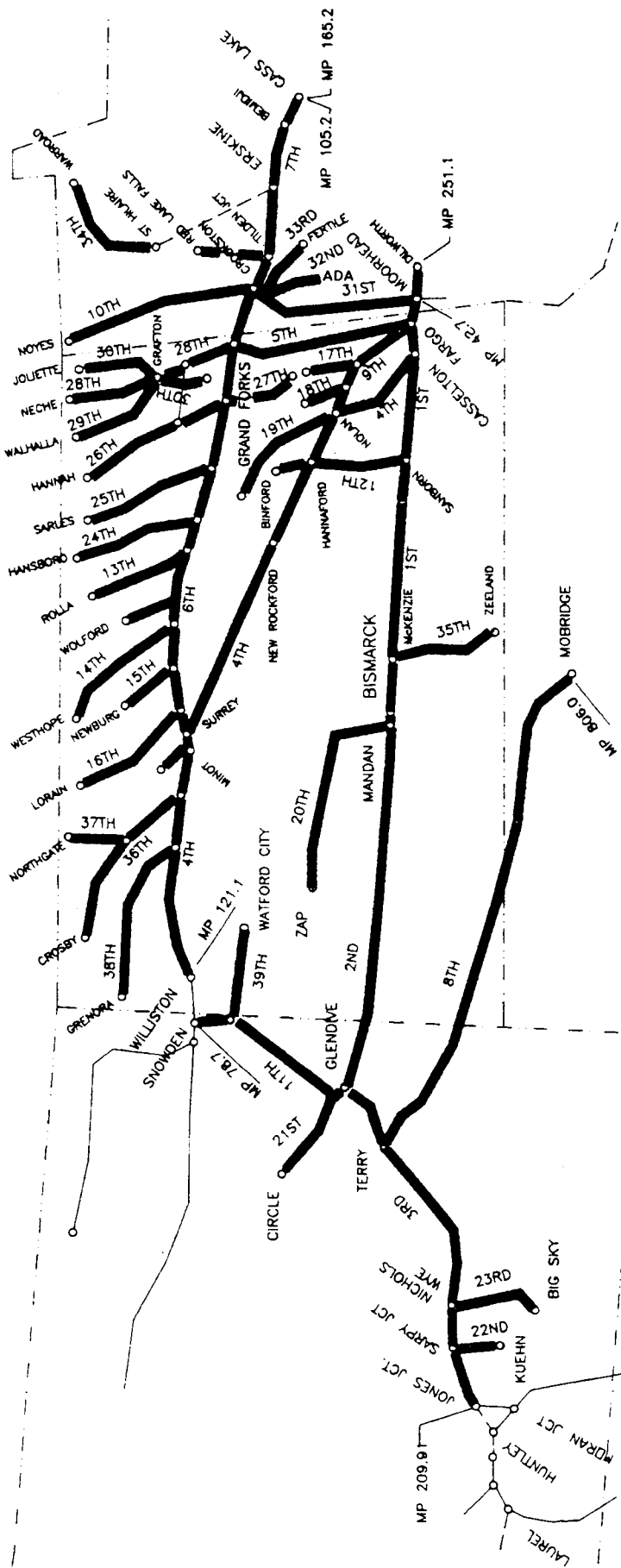
Note: Refer to other division timetables to locate closer doctors.

CAR CHART



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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DAKOTA

*****NOTES*****

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

WEST
WARD
↓

1007 NRPC Daily	STATION	1008 NRPC Daily
DAKOTA DIVISION 4th SUBDIVISION		
	DILWORTH 2.6	
	MOORHEAD JCT.	
DAKOTA DIVISION 9th SUBDIVISION		
	MOORHEAD JCT. 2.0	
s0501 0506	FARGO PSGR STATION 0.1	0130 s0125
	FARGO YARD OFFICE	
DAKOTA DIVISION 5th SUBDIVISION		
	FARGO YARD OFFICE 74.6	
s0621 0626	WEST GRAND FORKS	0004 s2359
DAKOTA DIVISION 6th SUBDIVISION		
s0744 0749	DEVILS LAKE 57.1	2239 s2236
s0852	RUGBY 53.9	s2130
	SURREY	
DAKOTA DIVISION 4th SUBDIVISION		
	SURREY 7.6	
s0959 1014	MINOT 54.3	2020 s2005
s1104	STANLEY 66.8	s1910
s1216	WILLISTON	1805

s - regular stop.

**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.

In granting verbal authority the following words will be used:

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

- (1) To authorize train 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) without stopping, over."

Train 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 to proceed at a speed other 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 to move at restricted speed but less than 20 MPH, 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 item (1).