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M. G. JUNGCK Manager Rules Fargo

R. E. Mackenroth-Superintendent Operations, Fargo

J. F. Bridgeford Mgr., Operating Practices Fargo

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R. E. JACKMAN Trainmaster Grand Forks

J.J. KEIGLEY Trainmaster Grand Forks

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S. A. HART Trainmaster Dilworth

SUPERIOR TERMINAL**T. A. Griffith-Supt. Terminal Operations, Superior**

A. D. BENGSTON Terminal Trainmaster Superior

K.W. JOHNSON Terminal Trainmaster Superior

S.D. SCHNUCK Terminal Trainmaster Superior

M. J. SCHARTE Terminal Trainmaster Superior

NORTHTOWN TERMINAL**M. H. Steele-Supt. Terminal Operations, Minneapolis**

..... Asst. Supt. Terminal Oper. Minneapolis

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N. L. PETTIGREW Chief Dispatcher Minneapolis

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D. R. LENZEN Manager Quality Assurance Fargo

Printed in U.S.A.



DAKOTA DIVISION

TIMETABLE NO. 4

IN EFFECT AT 0001
Continental Central Time

Sunday October 27, 1991

Including National Railroad Passenger Corporation (NRPC) Trains

Schedules are shown inside back cover.

Senior Vice President Operations

R. S. HOWERY

Vice President Transportation



W. A. HATTON

Division General Manager

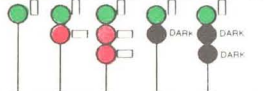

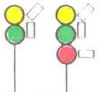

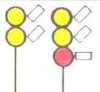

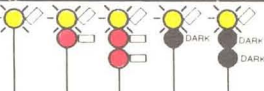

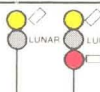

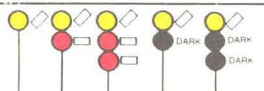

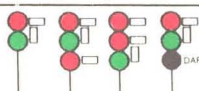

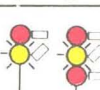

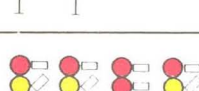

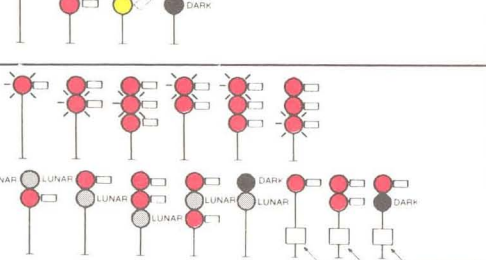

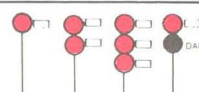

M. L. HOLSTEEN

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.




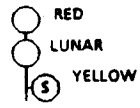



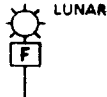
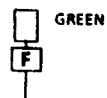
BLOCK AND INTERLOCKING SIGNALS

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 Failed Equipment Detectors (FED)

Failed Equipment Detectors (FED) are devices that detect hot bearings, hot wheels and dragging equipment on cars and locomotives. They are located beside the track at locations shown under Individual Subdivision Special Instructions.

Blowing or swirling snow from passing trains can prevent detectors from obtaining a proper reading of wheel or bearing temperature. When these conditions are possible, reduce the train speed to the extent necessary to allow the detector to scan the train.

A speed below 8 MPH while passing a detector can produce an inaccurate reading and axle count. If speed of train drops below 8 MPH at any time while passing a detector, inspect both sides of entire train.

Except in emergency, do not use radio when train is within 150 feet of FED until entire message has been received from that detector.

FED equipment will transmit a **Detector Message** immediately after train has passed the detector. Train crew must be alert for and monitor FED radio reports. A four second warning tone is transmitted each time a defect is detected.

The following are examples of messages transmitted by FED equipment and the actions required by the train crew. **Note:** XXX is the axle count from head end of train to the defect indicated and includes locomotive axles.

Detector Status Message	Train Crew Response
"... No defects"	Proceed.
"... Integrity failure"	Train may proceed unless other conditions or messages require inspection.
"... 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 right/left side from XXX to 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 right side XXX"
- "... First hot wheel right/left side from XXX to XXX"
- "... Second hot box right side XXX"

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

When an FED which protects bridge, tunnel or other structure is out of service, including when **Detector Message** is "... Integrity failure", inspect train in advance of such structure.

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

When **Detector Message** requires an inspection, be governed as follows:

Only inspect side of train specified in the message; if neither side is specified, inspect both sides.

Location of failed equipment will be determined by counting axles from head end, including locomotive axles. When conditions make it impractical to make a walking inspection of entire train, train may be moved at not more than 5 MPH to complete the inspection.

If the inspection does not confirm a defect, inspect at least eight axles to the front and rear of the indicated axle using heat indicating crayon.

FREIGHT TRAINS

If overheated equipment is not found during inspection, crew will determine the axle which was originally detected and set out that car. This will not apply to a caboose or to a locomotive unit which is part of the engine consist. The caboose or locomotive unit must be watched closely for 25 miles unless the next FED does not give an alarm on the same axle. If a defect is detected on the same locomotive unit or caboose by two successive FED's, that equipment must be set out of train.

If FED indicates overheating on the wheel of a caboose having a generator belt attached to the axle, caboose need not be set out if no other mechanical defect is noted.

Connecting crew members, mechanical forces on duty at next terminal, or supervisor must be informed of condition when unable to locate failed equipment on locomotive or caboose.

PASSENGER TRAINS

If failed equipment is not found after inspecting eight axles to the front and rear of the indicated axle, then inspect entire train. If failed equipment is not found during inspection of entire train, train may proceed. Crew members must make frequent observation of that equipment for 25 miles unless the next FED does not give an alarm on the same axle. If the defect is detected on the same passenger equipment by two successive FED's, that equipment must be set out of train.

Heat indicating crayon will be used to check journal bearing temperature. Normally, 200 degree Fahrenheit crayon will be used; however, 163 degree Fahrenheit crayon will be used when outside temperature is below 32 degrees Fahrenheit. Where available, hand held infrared device will be used instead of crayon to detect excessive journal bearing temperature.

Conductor will report to the train dispatcher when an FED failed to detect an overheated bearing found within 25 miles of detector. Train dispatcher will notify the signal supervisor and the signal maintainer to have the detector inspected.

Radio Tone detectors are FED's that transmit a radio tone only and are shown under Individual Subdivision Special Instructions. An intermittent radio tone will be broadcast immediately after train has passed the detector site to indicate no dragging equipment was detected. When a continuous radio tone is heard while passing through the limits of a Radio Tone detector, inspect entire train for dragging equipment. When the intermittent radio tone is not heard, stop train and inspect for dragging 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.

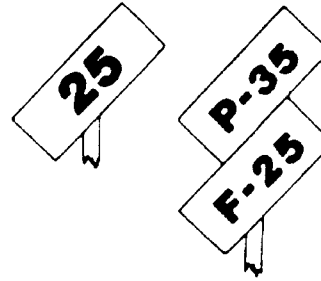
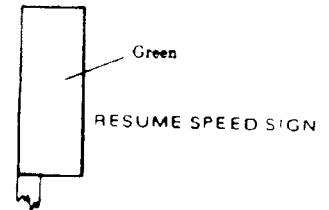
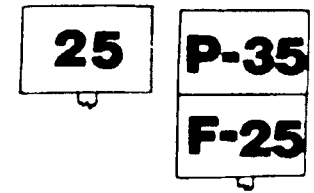
Rule 10(E)-following paragraphs are added:

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**

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 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.

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.

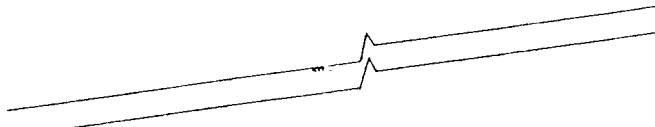
Rule 456 - will not be used. Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

No. _____ Date _____ 19__

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



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

Printed in U.S.A.

Rule 620 - is changed to read:

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

Rule 627(5) - is changed to read:

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

14. Instructions For Agents, Control Operators, Clerks/Operators, Bridgetenders Changes and Additions

Item 5A3d-is changed to read:

d.Line-up; 10 inch short form may be used when receiving machine is using 10 inch wide white paper.

Item 5A4- is changed to read:

The error correction feature, on machines so equipped, must be activated when transmitting or receiving track warrants, track bulletins or train location line-ups. Refer to Manufacturer's Operating Manual to determine if machine is equipped with error correction feature. Track warrants, track bulletins or train location line-ups may be inserted vertically. They must not be inserted horizontally (sideways) unless the receiving machine is using 10 inch wide white paper.

Item 5A5- is changed to read:

Facsimile machines must be set to the resolution which produces the best copy.

Item 5A6- is canceled.

Item 6L - 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 6M - 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.

Item 7D- new item added

D. Releasing:

When employee releases track and time limits, control operator will state:

- Name of employee releasing track and time limits,
- Track and time limit's number being released,
- Track limits that were authorized,
- Time track and time limits were released.

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



No. _____	Date _____	19__
To _____	AT _____	
_____	AT _____	
_____	AT _____	
_____	AT _____	

OK _____	COPED 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".

Getting On and Off Moving Equipment

Getting on or off moving engines and cars is prohibited except where otherwise specified by Special Instructions or in cases of emergency.

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. Air Brake and Train Handling Rules Changes and Additions.

Rule 119 H- is canceled.

Rule 203- new rule added.

When the controlling locomotive or yard air brake testing device is equipped with a maintaining feature, this feature must be cut out during brake pipe leakage tests after the required brake pipe reduction has been made.

Rule 204 B- is changed to read:

The locomotive must be equipped with an Air Flow Indicator. This indicator must either be equipped with an orange or red calibration mark or display a direct reading of air flow, in cubic feet per minute (CFM), in 10 CFM increments from 10 to 80.

Rule 204 D- is changed to read:

The train brake system must be charged to within 15 psi of the regulating valve setting, and the air flow pointer must be to the left of the calibration mark or not exceed 60 CFM.

Rule 503 C- is changed to read:

Any train experiencing air brake problems must immediately notify the train dispatcher. The dispatcher must then notify the Trainmaster, Manager Operating Practices or Superintendent Operations, who will make the determination if the train can be safely moved or held for inspection.

Rule 527 B 3- is changed to read:

Move the automatic brake valve handle to CONTINUOUS SERVICE position and ensure equalizing reservoir pressure is reduced to zero (0).

18. 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.

19. Helper Behind Caboose

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

20. 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.

21. Certificate of Rules Examination

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

22. Dumping Toilets

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

- a. Passing through limits of Track Bulletin Form B.
- 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.

23. 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.

24. 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.

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

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

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

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.

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.

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

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

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

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

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.
3. The test results from CompuChem Laboratories are released only to the Chief Medical and Safety Officer of BN, or his designee.
4. The employee has the right to withhold the release of the test result from all persons except the Chief Medical and Safety Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical and Safety Officer.

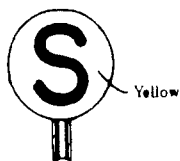
26. Physical Examinations

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.

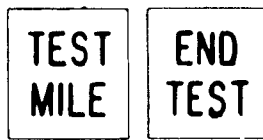
27. Division Instructions

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

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



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



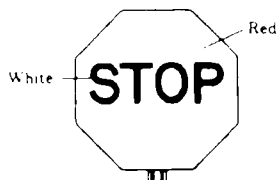
Crossing Whistle
Rule 15(I)

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



Yellow

Fouling Point



Stop
Rules 98 and 98(B)



Stop

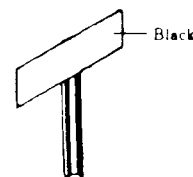
White letters on reflective red background, or black letters on white background



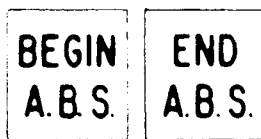
Derail
Rule 104(L)



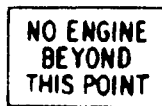
Westward Siding or
Eastward Siding
Rule 105(A)



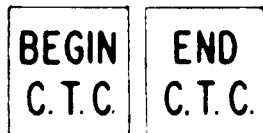
Flanger



Begin and End ABS



No Engine Beyond This Point



Begin and End CTC



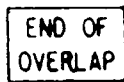
No Clearance



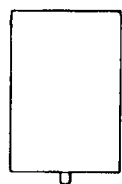
One Mile Draw Span
Rule 98



Signal Overlap
Rule 303

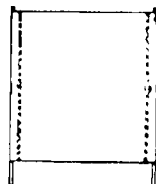


End of Overlap
Rule 303

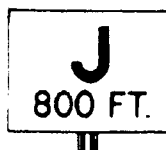


Track Flag

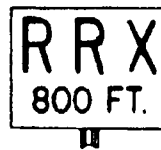
Yellow-Rules 10 & 10(D),
Red-Rule 10(A) or
Green-Rules 10 & 10(D)



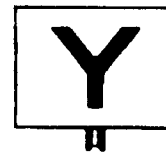
Track Flag



Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93



End Double Track

29. 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 LDS 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  X XXXXXXXXXXX XXXX  X XX XXXXXXXXXXX XXXXXXXX XXXXA
 80 GGX X      XX XXXXX X  X XXXXXXXXXXX XXXX  X XX XXXXXXXXXXX XXXXXXXX XXXXB
 70 ..X X      XX XXXXX X  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 XXXX  XX XXXXXXXXXXX XXXXXXXX XXXX
 40 ..X XX      XX XXXXX XXXX XXXXXXXXXXX XXXX  XX XXXXXXXXXXX XXXXXXXX XXXX
 30 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX  XXXXXXXXXXX XXXXXXXX XXXX
 20 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX  XXXXXXXXXXX XXXXXXXX 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 SPHDLG CODES

NOTES:

- ***SPEED RESTRICTION EXISTS ON THIS TRAIN*** will print if a car on the wheel report has "SPD" in Special Handling Field.
- Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.
- Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- Tonnage indicator (20 to 150 tons) - cars are listed vertically using Xs to indicate amount of tonnage per car. For example: First car behind engine weighs 130 tons and the 62nd car weighs 110 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
EHI	Excessive Height or Weight	RAM	Radioactive Material
	Not Being Handled as a	RE	Rear Ender
	Hi-Wide or Overload	RII	Rejected in Interchange
EPG	Explosives and Poison 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	Expediter Trains Only

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from St. Croix	
					Rule 6			
	Soo Line M/P Loc.							
	392.1	00409	3	410.5	ST. CROIX	JX	0.0	
					11.9			
	402.5	00420		422.2	NEWPORT	X(2)	11.9	
					2.9			
	405.0				DUNN	Y	14.8	
					1.6			
	406.5	00424		426.7	OAKLAND	JX(2)Y	16.4	
					0.8			
	407.4			2MT	ST. PAUL YARD	Y	17.2	
					0.5			
	407.9	00426		428.3	DAYTONS BLUFF	Y	17.7	
					0.9			
	408.8			429.1	HOFFMAN AVENUE	JX(2)Y	18.6	
					0.6			
	409.4			429.7	DIVISION STREET	JXY	19.2	
				430.0				
		00429	25	0.0	SEVENTH ST.	JXY	19.8	
					1.5			
	51202			1.3	MISSISSIPPI ST.	X(2)Y	21.3	
					0.6			
	51204			2.3	SOO LINE JCT.	JY	21.9	
					4.4			
	51209			6.7	UNION	XY	26.3	
					1.2			
	51210			7.9	PARK JUNCTION	AJXY	27.5	
					1.9			
	51211		9.8	EAST MINNEAPOLIS	JTY	29.4		
				2.1				
			11.7	UNIVERSITY	JX(2)Y	31.5		
				0.8				
	00439		12.5	35th AVE.	XY	32.3		
				1.4				
	00441		13.9	NORTHTOWN	BKTY	33.7		

BN Radio Channel No. 2 in service.

Train Dispatcher Calls- St. Croix-49.

1. Maximum Speeds Permitted- Zone-Between	Passenger	Freight
Loaded ore trains.....		35 MPH.
Loaded ore trains consisting entirely of coal car equipment		45 MPH.
Against the current of traffic on double track		49 MPH.
Loaded coal, ore, potash, grain, and ballast trains against current of traffic.....		30 MPH.
St. Croix and Northtown- trains exceeding 100 tons O/B		35 MPH.
MP 410.2-Through crossovers		
At East St. Croix	12 MPH.	12 MPH.
MP 410.4		
Through crossover at West St. Croix.....	35 MPH.	35 MPH.
Soo Line Main track connection switch from Main 2 to St. Croix	35 MPH.	35 MPH.
MP 410.5-MP 418.2	45 MPH.	40 MPH.
MP 418.2-MP 428.8	70 MPH.	50 MPH.
MP 422.2-Newport		
Through east crossover	25 MPH.	25 MPH.
Through west crossover	35 MPH.	35 MPH.
MP 426.7 through		
crossover between two main tracks	25 MPH.	25 MPH.
MP 428.8-429.7	30 MPH.	25 MPH.
Following speed restrictions are in effect on Soo Line tracks, Main 1, St. Croix to Newport and Main 2, Newport to Division Street		
St. Croix to Division	70 MPH.	50 MPH.
Loaded unit coal trains		40 MPH.
Division Street - Oakland	30 MPH.	30 MPH.
MP 429.7-MP 4.6		30 MPH.

MP 1.3-Mississippi St. through crossovers		30 MPH.
MP 4.6 and MP 11.7		45 MPH.
MP 11.7 and MP 13.9		35 MPH.
All Turnouts located between		
East and West University	12 MPH.	12 MPH.
except the 801, 803, 807 crossovers.....	35 MPH.	35 MPH.
All turnouts located between		
East and West 35th Ave.	12 MPH.	12 MPH.
except the 705 turnout	35 MPH.	35 MPH.

Head end speed restrictions for
eastward freight trains:

	Up to 100 tons/OB	Over 100 tons/OB
--	----------------------	---------------------

Eastward absolute signal		
Begin CTC Mississippi St.		25 MPH.
Signal 4.8 between Union and Soo Line Jct.		35 MPH.
Signal 5.8 between Union and Soo Line Jct.		40 MPH.
Signal 6.8 between Park Jct. and Union		40 MPH.
Signal 9.2 between Park Jct. and East Mpls.		40 MPH.
Passing eastward absolute signal on Main 1 at MP 429.8- Division Street.....		25 MPH.

Head end speed restriction for westward freight trains:		
Signal 4.7 between Soo Line Jct. and Union		40 MPH.
Signal 5.7 between Soo Line Jct. and Union	35 MPH.	30 MPH.
Signal 6.7 between Union and East Mpls.		40 MPH.
Westward Home signal Park Jct. Interlocking		40 MPH.
Signal 9.1 between Park Jct. and East Mpls.		35 MPH.
Signal 10.1 between East Mpls. and University		40 MPH.
If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.		

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted between East Minneapolis Jct. and M&D Jct.

3. TWC Instructions -

At Northtown-All eastward trains destined east of St. Croix must obtain a track warrant at Northtown from the Galesburg dispatcher and a track warrant at Northtown from the Northtown Hump dispatcher. Eastward Soo Line trains will obtain BN track warrant at St. Paul Yard. Eastward NRPC trains will obtain BN track warrant at Midway Station.

4. Rule 99- Between St. Croix and Northtown, when flagging is required distance will be 1 mile.**5. Rule 93-** Yard limits in effect between CTC Mississippi Street and CTC University. All train, engine and MW movements on main tracks will be authorized by Northtown Hump train dispatcher as prescribed by Item 7 of the 2nd Subdivision.

Yard limits in effect for all train movements through the St. Paul Union depot. Trains or engines entering the St. Paul Union depot on the east leg of the wye at the east end of the St. Paul Union depot, must communicate with the Hump Tower train dispatcher Northtown who will obtain authority from the Soo Line.

6. Speed Test Boards- Engineers shall test the speed of their trains passing the following points as compared with Speed Table:
Eastward trains between MP 403.0 and MP 402.0 on Main One.**7. St. Croix MP 404.40 to Mississippi St.-**

Movements authorized by East Hump Dispatcher Northtown.

Mississippi St. to NorthtownMovements authorized by West Hump Dispatcher Northtown.

8. Two main tracks of the Soo Line and BN Railroad between St. Croix and Division St. are joint tracks. The two Main track CTC is controlled by BN East Hump Dispatcher at Northtown and all authority and CTC instructions are issued by and over the signature of East Hump Dispatcher at Northtown.

On the Soo Line Main between Division Street and Newport and between Newport and St. Croix the following modification to the General Code of Operating Rules applies:

"In the application of Rules 10, 10(A) and 10(C), a yellow-red flag must be used in advance of a red flag."

Derailed Car Indicators-When a derailed car indicator displays a steady white light, train must be stopped immediately and inspected. Protection as required by Rule 102 must be provided against movements on adjacent tracks until determined safe for such movement to proceed. A flashing white light indicates train is safe for movement. When light is not displayed on approach of train or engine, indicator is out of service and train inspection not required.

Bi-directional car defect detector located as follows:

Soo Line MP 394.4 Main 1 Wayside.

The following speed signs are in effect on the Soo Line.

SPEED CONTROL SIGNS

10(E). NAME-SPEED SIGN

FIGURE 1



FIGURE 2



FIGURE 3



WHERE ONE SPEED IS SHOWN IT APPLIES TO ALL TRAINS

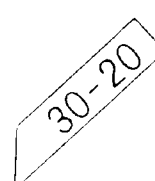
FIGURE 4



FIGURE 5



FIGURE 6



WHERE TWO SPEEDS ARE SHOWN THE HIGHER SPEED APPLIES TO PASSENGER TRAINS

SPEED CONTROL SIGN INDICATION

Speed control sign located to the right or left of main track as viewed by an approaching train indicates in miles per hour the maximum speed permitted on that track. Figures 1 and 4 — maximum speed begins at a point one mile from the sign. Figure 2, 3, 5 and 6 — maximum speed begins at a point 3000 feet from the sign.

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

These signs will not apply to trains restricted to a slower speed by train order, track bulletin, track warrant, General order, timetable or other instruction.

Speed control signs located beyond the clearance of the switch at junctions or crossovers and at the beginning of each subdivision will indicate the maximum speed permitted from that point.

FIGURE 7



SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED.

(Note: Figure 7 is used in conjunction with figures 1 and 4.)

NAME RESUME SPEED SIGN

Indicates where normal speed may be resumed when rear of train has passed resume speed sign.

9. Northtown- North receiver and north runner crossover switch must be lined for north runner and north receiver.

When approaching the Carmen's crossing at Interstate the engine whistle must be blown if there are cars on the west end of Receiver No. 1.

Locomotives or cars are not to be left standing closer than one car length from the vehicular crossings in the 35th Avenue area.

Locomotives bells must be rung while operating in the area of these crossings, at 35th Ave. and Interstate.

All road and yard engines must ring bell continuously while operating over the north receiver track in the area of the diesel shop between the road crossing on the East, and the West end of the diesel shop. The purpose of this instruction is to provide warning for those diesel shop employees working on or around locomotives on diesel shop tracks adjacent to the North Receiver Track.

10. St. Paul Terminal Area- Enginemen on trains, transfers and switch engines observe city ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

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

11. Soo Line St. Paul Yard-

Crews delivering unit coal trains will stop opposite talk-back speaker located just east of Soo Line roundhouse on south side and contact Soo Line yardmaster before proceeding. Soo Line yardmaster will advise instructions for yarding train.

12. Between Interstate and 35th Ave.- All trains observing cars on south runner track must sound whistle signal Rule 15(L) approaching these cars.

Northtown-Road crossing located at the west end of receiving track No. 5 in the receiving yard is designated fire lane crossing. Inbound trains are not to block this crossing.

13. Hazardous Materials- See Hazardous Material Chart Note 7.

14. Power Operated Yard Switches - Northtown Yard

Power operated yard switches in Northtown Yard numbered: 99 - east end diesel shop

207 through 247 - near Interstate

303 through 307 - near FMC

401 through 453 - East End Receiving Yard

501 through 510 - Hump Underpass Area

601 through 681 - 34th and Bottleneck

817 through 823 - University and East End Transfer Tracks

are known as convenience switches which only indicate direction switches are lined. A green or yellow light indicates which direction the switch is lined, but does not indicate the route is clear of a conflicting movement. To prevent side collisions, you must watch for cars or engines that may be out to foul your movement.

In the absence of a green or yellow light, movement must not be made over switches until permission is received from proper authority and crew member preceeds movement over switch checking to ensure that the switch is properly aligned and that the switch points fit.

These switches will not be taken from power to hand without permission of the yardmaster, 35th Ave. switchtender, or hump dispatcher.

After movement is completed, the switch will be restored to power and the yardmaster, 35th Ave. switchtender, or hump dispatcher notified.

Caution-Should the switch points be other than full normal or full reverse, it shall be necessary to move the hand-throw lever slowly through its 180 degree arc until it is felt that the spring loaded latch rod has engaged for hand-throw operation.

Caution-The spring loaded latch rod may not be fully engaged. Assist latch rod engagement by pushing on the ring on the outside of the hand-throw lever, then move the hand-throw lever cautiously toward either of the horizontal positions. The spring loaded rod should move into full engagement.

To return the switch machine to power operation, the hand-throw lever must be in the horizontal position. Then pull on the ring and allow the hand-throw lever to drop down in the stand. Release the ring and the hand-throw lever will drop down to its lowest point in the stand.

15. Between Mississippi St. MP 1.3 and East Minneapolis MP 9.8- Trains with cars 11'1" to 12'11" wide must not meet or pass trains with cars 11'1" wide or wider.

Trains with cars 13'0" wide or wider must not meet or pass any trains.

Conductors on westward trains with Hi-wide cars must notify the east hump dispatcher before passing St. Croix.

Conductors on eastward trains with Hi-wide cars must notify the west hump dispatcher before passing Northtown.

16. East Mpls.- East Mpls. to Hugo is considered industrial trackage, Rule 105 applies. Maximum speed 10 MPH.

17. Bayport

"It shall be unlawful for an Engineer, Operator or driver of a Railroad Locomotive to ring the bell, blow the horn or sound the whistle on the locomotive within the corporate limits of the City of Bayport between the hours of 10:00 P.M. and 6:00 A.M. except:

- To warn of immediate and/or threatened danger to persons or property.
- When about to move the locomotive from a standing position."

18. Automatic interlockings not indicated at station-(line segment 214).

Soo Line crossings at Bald Eagle 14.6 miles west of east Minneapolis.

19. Northtown Terminal- is designated as a facility in which carmen will provide immediate brake inspection.

20. Rule 350 (B) - The following switches are not equipped with electric locks:

MP 415.68
MP 421.30
MP 20.34 MT-1
MP 20.75 MT-1

21. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
Main 2			
00419 Curry	5.0 west of St. Croix	4	West
St. Paul Park	10.7 west of St. Croix	2	West
Red Rock	13.0 west of St. Croix	10	East
Main 1			
Chemolite	13.6 east of Division Street	23	Both
On Westward Track			
51011 M & D Jct.	12.6 east of East Mpls.	105	Both
51012 White Bear Lake	13.5 east of East Mpls.	103	Both
51017 Hugo	18.8 east of East Mpls.	12	East
Northern States Power Co.			
Spur	6.5 west of Northtown	10	West
Kinas Spur	7.1 west of Northtown	14	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS				Distance from 7th Street
				Rule 6				
	00429	22	0.5	2MT	SEVENTH STREET	JY	CTC	0.0
			1.4		WESTMINSTER ST. JX(2)Y			0.6
			3.2		DALE STREET	XY	ABS	2.4
	00433		5.1	DT	MIDWAY	BXY		4.4
		216	7.0		ST. ANTHONY	IJY	ABS	6.3
	00435		7.0		UNION YARD	BX(2)Y		7.6
	00436		8.4		MPLS. JCT.	IJTXY	ABS	8.9
	00437		9.5		VAN BUREN ST.	IJXY		9.7
			10.2		UNIVERSITY	JX(2)Y	CTC	11.6
			11.7	2MT	EAST 35TH AVE	JY		12.3
				12.4				

BN Radio Channel No. 2 in service for road crews between Seventh Street and East 35th Ave.

1. Maximum Speed Permitted - Zone-Between

	Passenger	Freight
Seventh Street and MP 7.1		30 MPH.
MP 7.1 and MP 9.5		20 MPH.
MP 9.5 and MP 11.7		25 MPH.
All turnouts located between		
East and West University	12 MPH.	12 MPH.
except the 801, 803, 807 crossovers	35 MPH.	35 MPH.
All turnouts located between		
East and West 35th Avenue	12 MPH.	12 MPH.
except the 705 turnout	35 MPH.	35 MPH.
Park Jct. and St. Anthony on		
Minnesota Commercial		
connection over		
Kasota Avenue road crossing	11 MPH.	
Through turnouts at following locations	30 MPH.	
Seventh Street-end of double track		
Seventh Street dividing switch		
Seventh Street turnouts main		
tracks of 1st Subdivision		
Minneapolis Jct. Wye tracks	10 MPH.	
Bridge 0.6 St. Paul, cars		
over 263,000 lbs.	10 MPH.	
Item 1A, All Subdivisions, applies between St. Anthony and East 35th Ave.		

2. Bridge, Engine and Heavy Car Restrictions-

Items 5e and 5f may operate.

3. TWC Instructions-

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

4. Rule 99- When flagging is required, distance will be 1 mile.

5. Rule 93-Yard limits in effect between CTC-Westminster St. and CTC-University.

6. St. Paul Terminal Area- Enginemen on trains, transfers and switch engines observe City Ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of, any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

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

7. Main Track Permission-

Main Track Permission for Trains and Engines

Yard limits in effect between CTC Westminster St. and CTC University. All train and engine movements on main tracks will be authorized by the Hump Tower Train Dispatcher Northtown.

Before occupying the main track, train or engine must obtain Main Track Permission in the following form:

"Main track permission granted on (track) between (point) and (point)."

When requesting Main Track Permission, give your name, location, engine number and specify track or tracks to be used. When Main Track Permission is granted, the instructions must be repeated to the Hump Tower Dispatcher Northtown, who will make a record of it in the CTC Track Car Permits/Track and Time Limits book.

Main Track Permission for Maintenance of Way

Main Track Permission must be obtained from the Hump Tower Dispatcher Northtown before MW occupies or fouls the Main Track between CTC Westminster St. and CTC University in the following form:

"Main track permission granted on (track) between (point) and (point) until time."

When requesting Main Track Permission, give your name, location, engine number and specify track or tracks to be used. When Main Track Permission is granted, the instructions must be repeated to the Hump Tower Train Dispatcher Northtown, who will make a record of it in the CTC Track Car Permits/Track and Time Limits book.

Before doing any work which would require the use of impassable track flags [Rules 10 and 10(A)] Main Track Permission must be obtained. Main Track Permission does not relieve MW employees from placing the proper track flags. In ABS territory, track shunts may be used in lieu of impassable track flags.

Prior to expiration of time authorized, track must be made ready for movement of trains, men and machines must be clear of track and Hump Tower Train Dispatcher Northtown advised.

Before Main Track Permission is granted to MW employees in the same limits with a train or engine, each foreman and a crew member of each train or engine must be notified of this fact.

9. Handling 80 Feet or Longer Cars-

(See All Subdivisions, Item 4A.)

Between Seventh Street and Westminster Street-

Trains of 5800 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 5800 tons, except no restriction applies west-bound if helper of twelve (12) axle or less employed.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See items 3 and 4A, All Subdivisions.)

10. Between Seventh Street and St. Anthony- when trains are stopped on the descending grade, they must remain at stop point until the train brake system is completely recharged.

11. Industrial Tracks and Other Tracks-

None

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS	Rule 6	Distance from North-town
	00441		13.9	NORTHTOWN YBKT		0.0
	00442		15.5	1.8 INTERSTATE X(2)Y	CTC	1.8
	00448		21.1	5.7 COON CREEK JX(2)		7.4
	00453		26.8	11.8 ANOKA X		13.7
	00465		38.6	8.4 ELK RIVER X	TWC ABS	24.9
	00475		47.0	10.5 BIG LAKE		33.3
9,150	00482		57.5	5.2 BECKER	CTC	43.8
	00490		62.7	11.3 CLEAR LAKE		49.0
	00502		73.9	4.4 ST. CLOUD TX(2)		60.3
E7,207	00506		78.4	9.9 SARTELL X		64.7
	00516		88.7	14.7 RICE X	TWC ABS	74.6
	00531		103.3	2.8 GREGORY		89.3
10,725	00533		106.0	4.4 LITTLE FALLS T		91.9
11,618	00538		110.8	5.8 DARLING		96.3
11,813	00544		116.6	11.0 RANDALL	CTC	102.1
11,878	00555		127.8	6.2 LINCOLN		113.1
	00561		134.0	6.3 PHILBROOK		119.3
	00567		140.2 148.0	11.0 STAPLES TX(2)Y	BJK	125.6
	00578		159.0	6.7 VERNDALE		136.6
	00585		165.6	12.9 WADENA X		143.2
	00598		178.5	10.8 NEW YORK MILLS X		156.0
	00608		189.3	20.8 PERHAM X		166.8
	00629		210.1	3.4 DETROIT LAKES AX		187.6
	00632		213.6	3.6 RICHARDS SPUR X		191.0
	00636		217.2	5.6 AUDUBON		194.6
	00642		222.8	7.8 LAKE PARK X	TWC ABS	200.3
	00650		230.6	3.8 MANITOBA JCT. JTX		208.2
	00653		234.4	14.5 HAWLEY 2X		211.9
	00668		248.8	1.4 GLYNDON JX		226.5
	00670		250.2	EAST DILWORTH IXY		227.9

BN Radio Channel No. 1 in service for road crews.

BN Radio Channel No. 2 in service for St. Cloud.

Train Dispatcher Calls-Elk River-26, St. Cloud-27, Staples-28, Perham-29, Hawley-30.

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

1. Maximum Speed Permitted -

Zone-Between	Passenger	Freight
Northtown and East Dilworth.....	79 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.
MP 21.0-Coon Creek through both crossovers	35 MPH.	35 MPH.
MP 13.9 and MP 15.5	60 MPH.	45 MPH.
MP 15.5 thru turnout end of double track	35 MPH.	35 MPH.
MP 21.1 and MP 28.2	75 MPH.	
MP 28.2 and MP 37.3	75 MPH.	

MP 37.3 and MP 128.4	75 MPH.	
MP 128.4 and MP 139.7	79 MPH.	
MP 139.7 and MP 236.1	75 MPH.	
MP 236.1 and MP 248.1	79 MPH.	
MP 248.1 and MP 250.2	75 MPH.	
MP 38.1 and MP 39.5		50 MPH.
MP 46.9 and MP 47.1	50 MPH.	50 MPH.
MP 57.5 and MP 57.8	50 MPH.	50 MPH.
MP 73.0 and MP 73.5	60 MPH.	
MP 73.5 and MP 78.5	70 MPH.	60 MPH.

Becker-Between main line switch and 1.6 miles beyond main line switch on NSP Spur on approach track to car dumper building 25 MPH.

From 1.6 miles beyond main line switch to leaving switch of loop track 12 MPH.

Through No. 20 Turnouts at following locations 35 MPH. 35 MPH.

Becker-Main track switches to NSP Spur MP 66

Gregory-End of Double Track Philbrook-Two Main Track CTC

Through following turnouts at St. Cloud Jct.

East and West No. 20 turnouts at MP 73.8 35 MPH.

No. 20 turnout at MP 250.2 35 MPH.

Bridge 9.2 St. Cloud, cars heavier than 263,000 lbs

MP 105.3 and MP 106.3 30 MPH. 10 MPH.

MP 106.3 and MP 107.0 50 MPH. 30 MPH.

On controlled sidings at Little Falls,

Darling, Randall and Lincoln 25 MPH. 25 MPH.

MP 148.1 to MP 139.7 Eastbound 25 MPH. 25 MPH.

MP 139.7 to MP 148.1 Westbound 25 MPH. 25 MPH.

MP 187.4 and MP 187.2 Eastbound 55 MPH. 55 MPH.

MP 201.1 and MP 199.5 Eastbound 55 MPH. 55 MPH.

MP 208.4 and MP 208.0 Eastbound 55 MPH. 55 MPH.

MP 224.4 and MP 221.6 Eastbound 50 MPH. 50 MPH.

MP 229.7 and MP 228.1 Eastbound 60 MPH.

MP 234.5 and MP 234.0 Eastbound 60 MPH.

MP 187.2 and MP 187.4 Westbound 60 MPH.

MP 199.5 and MP 201.1 Westbound 60 MPH.

MP 208.0 and MP 208.4 Westbound 60 MPH.

MP 221.6 and MP 224.4 Westbound 60 MPH.

Detroit Lakes over Lake Street and Washington Avenue crossings..... 50 MPH.

Detroit Lakes over Soo Line crossing at MP 210.9 40 MPH. 40 MPH.

Detroit Lakes-trains over 100 ton/OB over Soo Line crossing at MP 210.9..... 30MPH. 30MPH.

Detroit Lakes on Soo Line transfer..... 5 MPH. 5 MPH.

Detroit Lakes Gas Spur..... 5 MPH.

Richards Spur Industry Track MP 213.1

Head end speed restrictions for eastward freight trains: Up to 100 tons/OB Over 100 tons/OB

Eastward absolute signal

Eastward approach signal 23.0 at Coon Creek 55 MPH.

Eastward approach signal 41.2 at Elk River 55 MPH.

Signal 104.8 between Little Falls and Gregory 55 MPH.

Signal 106.0 East end Little Falls..... 40 MPH. 30 MPH.

Signal 120.4 between Lincoln and Randall 55 MPH.

Eastward Signal at MP 140.2 on Main 2 at Staples 15 MPH. 10 MPH.

Head end speed restriction for westward freight trains:

Signal 104.7 between Gregory and Little Falls 40 MPH. 30 MPH.

Signal 125.1 between Randall and Lincoln..... 50 MPH.

Signal 132.5 between Lincoln and Philbrook 55 MPH.

If the designated signal displays a green aspect, freight train may resume normal speed after head end passes signal.
Item 1A, All Subdivisions, applies between Little Falls and Philbrook on CTC sidings at Little Falls, Darling, Randall and Lincoln.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted between Little Falls and Camp Ripley Jct.
Items 5e and 5f may operate between Northtown and East Dilworth.

Six axle locomotives not permitted on following tracks:

Anoka-Federal Cartridge (RH T.O.) & Anoka Electric (RH T.O.)

St. Cloud-six axle locomotives in excess of 330,000 pounds may operate on the following tracks:

Transfers 1 and 2

West Pass

East and West legs of main line wye

Mainline and tracks 1,2,3,4,6,13,14,15 and 16

Line segment 203 from MP 0.0 to MP 5.0

North and South service tracks.

Royalton-Elevator Track

Little Falls-All spur tracks

Staples-Wash Track

Verndale-South Spur & House Track

Wadena-North Track, House Track, Oil Spur & Cenex Spur

New York Mills-South Elevator Track

Perham-Perco Track, Tesch Spur & West Industry Lead (old westward siding)

Detroit Lakes-2, 3 and 4 Tracks

Lake Park-Runaround Track & Elevator Tracks

Manitoba Jct.-Jct. Wye Tracks

Hawley-Elevator Track & House Track

Glyndon-Elevator Track, Nachurs Spur & Fertilizer Spur

Belle Prairie-Storage Track

Camp Ripley-Storage Track including the wye

Six axle locomotives in excess of 330,000 lbs not permitted between Little Falls and Camp Ripley Jct.

3. TWC Instructions-

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

At Coon Creek

Westward 3rd Subdivision trains originating at Northtown will receive track bulletins and track warrants at Northtown crew office.

Westward Amtrak trains will call operator at Northtown crew office who will fax (telephone 642-0072) track bulletins and track warrants to Amtrak (Midway) station.

3rd Subdivision trains must show time by Coon Creek on delay report.

4. Rule 99- Between Northtown and East Dilworth, when flagging is required distance will be 2.5 miles.

5. Rule 93-Yard Limits

Staples end CTC to MP 151
East Dilworth MP 250.1

6. Dimensional Shipment- Conductors handling dimensional or special shipments in trains departing Northtown will advise 43rd Ave. operator of such cars and their placement in train. Operator 43rd Ave. will in turn notify train dispatcher. Notification of 43rd Ave. operator by conductor will serve to fulfill requirements of Rule 625 that refers to notification of train dispatcher.

7. Speed Test Boards- Engineers shall test speed of their trains passing following points as compared with speed table: Westward trains between MP 28.0 and MP 29.0 Eastward trains between MP 122.0 and MP 121.0 Eastward trains between MP 219.0 and MP 218.0

8. Sidings- Trains over 100 Tons/OB will not use sidings except may use sidings in CTC territory.

9. St. Cloud - St. Cloud to Cold Spring and St. Cloud to Collegeville is industrial trackage, Rule 105 applies. Maximum speed 25 MPH.

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

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

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

Little Falls to Camp Ripley Jct. is industrial trackage, Rule 105 applies. Maximum speed 10 MPH.

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

12. Wadena-When using industry track serving Mason Brothers, crew member must on ground at the crossing to warn traffic at County Road 4 and State Highway 10 crossings.

13. Richards Spur- Trains or engines crossing over from eastward track to westward track must wait ten (10) minutes instead of five (5) minutes as provided by Rule 317.

14. Lake Park- Trains or engines crossing over from westward track to eastward track must wait ten (10) minutes instead of five (5) minutes as provided by Rule 317.

15. Manitoba Jct.- Trains entering the main track at Manitoba Jct. must obtain verbal permission from the train dispatcher before occupying the main track.

Manitoba Jct. to Ulen is industrial trackage, Rule 105 applies. Maximum speed 25 MPH.

16. Glyndon- Trains moving from 3rd Subdivision must stop within 50 feet of State Highway 10 crossing north of Glyndon to activate highway protection.

Trains entering the 3rd Subdivision, after obtaining verbal authority will line the switches for eastward movement with the current of traffic as follows-

1st-Line the west crossover switch to establish block signal protection.

2nd-Line the east switch of crossover.

3rd-Five minutes after first crossover switch was lined, line the switch to the 3rd Subdivision and proceed.

Glyndon to Felton is industrial trackage. Rule 105 applies. Maximum speed is 25 MPH.

Between Glyndon and East Dilworth-Prior to arrival at MP 250.2 between Glyndon and Dilworth all trains will switch radio over to Channel 2 for movement instructions from Dilworth Yardmaster and Dilworth Control.

Eastward trains leaving Dilworth will return to Channel 1 east of MP 250.2.

17. Becker- The loop track switch is a spring switch with facing point lock. Normal position of switch is for entering loop track. There is an indicator for movements which indicates lunar when switch is properly lined for movement on tangent track and red when switch is not properly lined for movement on tangent track. Width of the coal dumper at NSP power plant, Becker, is 11 feet 6 inches. Locomotive units with bay windows or other accessories that combine to make the unit wider than 11 feet 6 inches, must not go through the dumper building.

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

Other Track Side Warning Detectors located at-

MP 34.7	Eastward and Westward Tracks.
MP 60.4	Main 1 and Main 2
MP 90.7	Eastward and Westward Tracks.
MP 108.5	Main Track.
MP 122.8	Main Track.
MP 174.1	Eastward and Westward Tracks.
MP 203.1	Eastward and Westward Tracks.
MP 225.0	Eastward and Westward Tracks.

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

9. Brainerd- Derails installed and blue flags will be placed on following tracks, when cars spotted at Pottlatch Corp. plant (Northwest Paper Co., Inc.):

Loading dock tracks 1, 3, and 4.

Pulp tracks 1 and 2.

North coating tracks 1 and 2.

10. Track Side Warning Detectors protecting Bridges, Tunnels or other Structures- None.

Other Track Side Warning Detectors located at:

MP 51.2 - Dragging Equipment and Hot Bearing

MP 88.1 - Dragging Equipment and Hot Bearing

MP 108.0 - Dragging Equipment Only

MP 122.1 - Dragging Equipment Only

11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
52132 Sawyer	9.7 west of Carlton	5	East
Cromwell Industrial	4.5 west of Carona	25	Both
52150 Wright	15.4 east of McGregor	21	West
52156 Tamarack	9.3 east of McGregor	3	East
52200 MacMillen Blodell Spur	5.1 west of Deerwood	12	West
52218 Klein Spur	6.1 west of Brainerd	25	East
52240 Northern Mfg. Spur	3.5 east of Staples	9	West

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS			Distance from Superior	EASTWARD ↑
					Rule 6				
		05004	28	5.5	DT	SUPERIOR 2.1	BKTY	ABS	0.0
				7.6		54TH ST. 1.2	IY		2.1
		05008		8.8		CENTRAL AVE 1.2	IJXY		3.3
						To Rices Point Yard on Coal Track 10.1			
				9.4		M&J JCT. 0.6	IJY		3.9
		05010		10.3	2MT	SAUNDERS 1.4	IJX(2)Y	5.3	
		05013		12.6		BOYLSTON 2.4	JTX	7.7	
				15.9	DT	MP 15.9 3.3	TWC ABS	11.0	
9,700	05033			34.0	30	CHUB LAKE 7.2	J	26.8	
	05039			41.1		CLOQUET 8.9		34.0	
7,869			50.0	DRACO 7.6			42.9		
10,480	05055		57.7	BROOKSTON 17.8		J	50.5		
9,785	05073		75.6	FLOODWOOD 6.6		CTC	68.3		
9,216	05079		82.2	ISLAND 9.9			74.9		
9,893	05090		92.1	SWAN RIVER 9.0			84.8		
9,917	05099		101.0	PHILBIN 7.5			93.8		
7,036	05106		108.4	GUNN 3.0		JT	101.3		
	05109		112.1	GRAND RAPIDS 5.0		BK TWC ABS	104.3		
6,225	05115		117.0	COHASSET 8.8	T	109.3			
6,950	05124		125.7	DEER RIVER 7.1		118.1			
3,705	05131		132.8	BALL CLUB 20.5		125.2			
6,228	05151		152.9	SCHLEY 11.5	TWC	145.7			
	05163		164.9	CASS LAKE	BKTY	157.2			

BN Radio Channel No. 1 in service on this subdivision for road crews.

BN Radio Channel No. 2 in service for yard crews.

Train Dispatcher Calls-Chub Lake-79, Floodwood-94,

Grand Rapids-92, Schley-93, Bemidji-72, Brookston-97

DM&IR Dispatcher-Steelton-96

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

	Freight
Superior and MP 70	40 MPH.
MP 21.0 and MP 34.0	35 MPH.
MP 39.6 and MP 41.3	30 MPH.
MP 46.6 and MP 47.4	35 MPH.
MP 70 and MP 116.1(End ABS)	50 MPH.
MP 111.2 and MP 112.3	12 MPH.
MP 116.1 (End ABS) and Cass Lake	49 MPH.
Loaded ore BN 99000-99949	35 MPH.
Loaded BN 95000 and 96000 series hi-sided tac cars	30 MPH.
Cass Lake-On all tracks head end of train over footwalk crossing located at MP 164.5	10 MPH.
Trains or engines through No. 20 turnouts at following locations	35 MPH.
Saunders Crossovers	
Boylston (Dual Controlled Crossover)	
MP 15.9	
East and West Switch and siding Chub Lake	

Trains or engines leaving sidings on clear signal and through No. 20 turnouts at following locations 25 MPH.

Draco
Brookston
Floodwood
Island
Swan River
Philbin

Trains and engines through No. 15 turnouts at following locations 25 MPH.

Central Avenue crossover
Saunders (Jct. to Allouez)
Coal Main turnout 12 MPH.

Deer River-Head end over city crossings between MP 125.5 and MP 125.9 25 MPH.

Item 1A, all subdivisions, applies

MP 108 to MP 116

2. Bridge and Equipment Weight Restrictions-

Items 5e and 5f may operate between Superior and Cass Lake.

3. TWC Instructions- All movements must be authorized by track warrant.

Westward 7th Subdivision trains will require a track warrant at Saunders.

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

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

5. Rule 93- Continuous yard limits in effect between Superior and Saunders (MP 10).

Cass Lake yard limits MP 162 to MP 103.

6. Sidings- Trains exceeding 100 tons/OB not permitted on sidings between Grand Rapids and Cass Lake.

7. Between Central Avenue and Duluth- Trackage from Central Ave. MP 8.8 and Rices Point Yard MP 1.6 is considered Industrial Track, Rule 105 applies and the following speeds apply:

Coal Main between Central Avenue
MP 8.8 and 28th Street MP 6.1 20 MPH.

Between 28th Street MP 6.1 and connecting track MP 3.5

Head end restriction only 12 MPH.

Between MP 3.5 and Rices Point Yard MP 1.6 12 MPH.

Eastbound and Westbound Freight Main between
54th Street and Superior (28th Street) 20 MPH.

Between MP 3.3 and Grassy Point Draw and between No Name Creek MP 71.2 and Rices Point Yard MP 1.6 will be two running tracks and will be called East and West running tracks. These switches will be left lined for either the East or West running track.

Normal position of switches at 63rd Avenue west is for through movement of DM&IR trains to and from D.T. Ry. running track and Fond Du Lac branch.

Midwest Energy -

When a red signal is displayed, train must not enter shed.

When a green signal is displayed, train can enter shed.

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

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

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

8. Between Central Avenue and Superior East End-

The Manual Interlocking located at Soo Line crossing is controlled by control operator at Stinson Yard. When necessary to get signal for route call control operator from phone located near crossing. If unable to communicate with control operator, movement may be made in accordance with Rule 312(2).

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

9. Saunders- Trains arriving and departing will report by radio loads, empties, tons and time to operator.

10. Automatic Switches are located at:

MP 15.9

Chub Lake Siding - east switch

To operate switch to enter siding, stop with leading wheels of movement 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.

11. Seyton- Normal position of east switch to Blandex spur, will be lined for Blandex spur.

New Lumbermans' spur located 1400 feet west on Blandex spur protected by gate and secured by switch lock. After switching this track, gate must be closed and locked.

Train crews will use key controllers to activate Griswold signals at county highway No. 63 on Pottlatch.

Key controllers are located on signal case and on crossing signal.

12. MP&L Plant, Cohasset- Normal position for inside switch of MP&L wye will be for west leg of wye.

Gates installed on spur just south of MP&L access road crossing manually operated by MP&L Security Department at gate house.

13. Cass Lake- Whistle signal Rule 15(L) must be sounded by all trains over footwalk. 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.

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

MP 28.1 for Westward movement over Bridge 29.0

MP 31.5 for Eastward movement over bridge 29.0

Other Track Side Warning Detectors located at-

MP 31.5 - Dragging Equipment and Hot Bearing

MP 53.4 - Dragging Equipment and Hot Bearing

MP 80.3 - Dragging Equipment and Hot Bearing

MP 105.0 - Dragging Equipment and Hot Bearing

MP 129.9 - Dragging Equipment Only

15. Rule 350 (B) - The following switches are not equipped with electric locks:

MP 40.55

MP 88.2

MP 70.2

16. Speed Test Boards-Engineers must test speed of thier train at following locations.

Eastward trains between MP 87 and MP 86, between Island and Swan River.

Both directions between MP 18 and MP 17 between Chub Lake and MP 15.9.

17. Rule 104(B)(5)-Does not apply unless directed by train dispatcher**18. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
05001 Duluth	7.8 east of Superior		Both
Rices Point	6.8 east of Superior	Yard	Both
Stalene - stub track	9.1 east of Chub Lake	5	East
05029 Alford	3.8 east of Chub Lake	10	East
Brookston Gravel Pit	0.1 west of Brookston	45	Both
05068 Mirbat	5.4 east of Floodwood	7	East
05086 Wawina	6.7 west of Island	7	East
05113 Seyton	3.2 west of Grand Rapids	40	Both
05116 Minn. Power and Light			
Spur	0.4 west of Cohasset	121	Both
05144 Bena	12.9 west of Ball Club	23	West
05156 Webster Lumber Co	5.3 west of Schley	16	East
05273 International Falls via DWP	172.1 west of Superior	Yard	Both

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

Brookston and Kelly Lake	40 MPH.
MP 58.0 and MP 59.1	25 MPH.
MP 59.1 and MP 59.3	12 MPH.
Bridge 76.4 & 79.4 Fermoy, cars heavier than 263,000 lbs...	10 MPH.
Kelly Lake and Gunn MP 31.3	35 MPH.
Hibbing	12 MPH.
Hibbing Taconite Mine spur	20 MPH.
Loaded Taconite trains 1.2 miles north of Hibbing	
Taconite Jct. switch to Hibbing Taconite Jct. switch	12 MPH.
MP 29.3 and MP 31.3	22 MPH.
Gunn-All trains over junction switches	22 MPH.
Over bridge 16.6 between Calumet and Braxton Jct.	10 MPH.
Over Holman Bridge A-49A between DMIR MP 48 and	
MP 49 between Calumet and Braxton Jct.	20 MPH.
Kelly Lake-	
Eastward passing signals 0.2 and 0.26	10 MPH.
Westward passing signal 107.5	10 MPH.
Loaded ore cars BN 99000-99949	35 MPH.
Loaded BN 95000 and BN 96000 series hi-sided tac cars	30 MPH.
Trains or engines leaving siding on clear signal and through	
No. 20 turnouts at following locations	25 MPH.

Baden

Fermoy

Onega

Item 1A, All Subdivisions, applies.

2. Bridge and Equipment Weight Restrictions-

Items 5e and 5f may operate.

3. TWC Instructions- All movements must be authorized by track warrant.

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track.

4. Rule 99- When flagging is required, distance will be 2.5 miles.**5. Rule 93-Yard Limits**

Kelly Lake Casco siding - MP 106.2 to end of siding.

Kelly Lake - MP 107.3 to MP 0.2

6. Spring Switches- A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(M).**Spring Switches without Facing Point Lock-**

Kelly Lake, west wye switch, normal position is for West Leg Wye.

7. Between Calumet and Canisteo between MP 19.8 and MP 24.5 main track will be used jointly by BN and DM&IR and authority for train movements is controlled by BN and BN Rules and Timetable will govern.**8. The following Track Side Warning Detectors protect Bridges, Tunnels or other Structures-**

MP 67.0 for Eastward movement over Bridge 59.3 - Dragging Equipment Only

Other Track Side Warning Detectors located at-

MP 29.7 - Dragging Equipment Only

9. Kelly Lake- The dual control switch at MP 106.1 governing entry to the east end of the yard as approached from Brookston is the "Casco Main Switch", the dual control switch at MP 107.0 governing movement from the east via Kelly Lake toward Gunn is "K.D. Jct." switch and the dual control switch at MP 107.3 governing movement from the west toward Gunn is "K.Y. Jct." switch.

Trackage between DMIR Branch Jct. and Emmert will be governed by DMIR current Timetable and Special Instructions.

10. At the National Taconite Loading Facility- A red and yellow light has been installed on both ends. If all of the moveable parts of the loading mechanism are clear so that the train can move through the facility without interference, then signal will display a permission yellow color aspect.**11. Rule 104(B)(5)-** Does not apply between Kelly Lake and Gunn unless directed by train dispatcher.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from Brookston
				Rule 6		
	05055	236	58.0	BROOKSTON	J	0.0
				11.4		
7,686	52311		69.2	BADEN		11.4
				13.6	CTC	
7,664	52325		82.7	FERMOY		25.0
		237		14.9		
7,616	52338		97.4	ONEGA		39.9
				10.4		
			107.5			
	52401		0.0	KELLY LAKE To Emmert 6.7	BJKTY	50.3
		237		4.0		
19,572	52354		3.8	KEEWATIN		54.3
				5.6		
	52362		9.4	NASHWAUK		59.9
				6.6		
5292	52373		16.0	CALUMET	TWC ABS	66.5
		237		5.4		
	52376		21.4	BRAXTON JCT.		71.9
				4.6		
5402	52382		25.8	CANISTEO		76.5
				5.2		
	05106		31.3	GUNN	JT	81.7
					CTC	

BN Radio channel No.1 in service on this subdivision.
 Train Dispatcher Calls-Floodwood-94, Grand Rapids-92,
 Kelly Lake-98, Brookston-97
 DM & IR Dispatcher-Iron Jct-95

12. Rule 105-Trackage between Kelly Lake, Emmert and Virginia is considered Industrial track Rule 105 will apply. Maximum speed is 20 MPH.

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

Do not exceed 5 MPH between first switch and the first road crossing as entering the plant routing over track scale, and 2 MPH over scale when weighing cars. Caboose must be cut off prior to completion of loading as caboose will not clear loading chutes. Caboose can be recoupled when loading is completed and chutes are clear of train.

An automated water spray system for dust control has been installed and is located approximately 500 feet east of weigh-in-motion scale. A two aspect signal governs movement through sprayer: Red aspect indicating that arm is extended-**Do Not Enter**, and Yellow-**Proceed**.

Sprayer will be operated during non-freezing weather and when operating, movement **cannot exceed 2 MPH**.

14. Rule 350 (B) - The following switches are not equipped with electric locks:

MP 62.93 MP 95.57
MP 88.17 MP 106.60

15. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
52306 Arlberg	5.4 west of Brookston	15	East
52331 Casco	5.8 west of Fermoy	16	East
52338 Old Onega Spur	1.2 east of Onega	6	East
52456 Hib Tac Spur	0.5 east of Kelly Lake		East
Oil Track	1.4 east of Hibbing	17	Both
52408 Hibbing	3.7 east of Kelly Lake		East
52412 Emmert	6.7 east of Kelly Lake	Yard	Both
52440 Virginia	25.1 east of Emmert		East
52350 Keewatin Saw Mill Spur	1.9 west of Kelly Lake		East
52376 Braxton Industries	Taconite Jct.	Yard	East

MINE SPURS

Name	Miles-Location	Switch Opens
52403 Hibbing Taconite	0.5 east of Kelly Lake	West
52365 East Butler Taconite	0.7 west of Nashwauk	East

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from Boyl- ston
					Rule 6		
		05013	2108	11.8	BOYLSTON	JT	0.0
	6,118	06112	28	24.5	12.7	FOXBORO	12.7
	7,129	06100		12.0	NICKERSON	24.7	
	5,690	06088		12.2	BRUNO	36.9	
	6,957	06080		8.4	ASKOV	45.3	
	7,685	06074		5.9	SANDSTONE	51.2	
	7,417	06065		9.1	HINCKLEY	60.3	
	8,553	06057		7.9	BROOK PARK	68.2	
				0.4	MORA JCT.	68.6	
	9,000	06046		11.1	GRASSTON	79.4	
		06040		5.3	BRAHAM	84.7	
	5,042	06029		10.8	CAMBRIDGE	95.5	
	4,958	06018		11.7	BETHEL	107.2	
	9,000	06006		11.9	ANDOVER	119.1	
		00448		5.9	COON CREEK	125.0	
				136.9			

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Nickerson-85, Hinckley-86, Cambridge-87, Elk River-80, Carlton-84.

1. Maximum Speed Permitted- Zone-Restrictions

MP 24.5 and Coon Creek..... 50 MPH.
Loaded Ore Cars BN 99000-99949..... 35 MPH.
Loaded BN 95000 and BN 96000 series hi-sided tac cars..... 30 MPH.
Boylston and West End Bridge 15.5..... 35 MPH.
West End Bridge MP 15.5 and MP 24.5..... 40 MPH.
MP 72.0 and MP 72.3..... 40 MPH.
Through No. 20 turnouts at:
Coon Creek and Boylston 35 MPH.

2. Bridge and Equipment Weight Restrictions-

Items 5e and 5f may operate.

3. TWC Instructions-

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

At Coon Creek-

Foreign line trains via 7th Subdivision will receive track bulletins and track warrants at their originating stations.

7th Subdivision trains must show time by Coon Creek on delay report.

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

5. Rule 93-Yard Limits

Hinckley - MP 71.4 to MP 74.4

6. Speed Test Boards-

Engineers must test speed of their train at following locations.

Eastward and westward trains between MP 75 and MP 76 between Hinckley and Brook Park.

7. Sidings-

Foxboro, Bruno, Askov, Sandstone, Cambridge and Bethel Maximum speed on sidings 10 MPH.
Trains over 100 Tons O.B. must not occupy siding Sandstone.

8. Automatic Switches are located at:

Foxboro Siding - east and west switch
Hinckley Siding - east and west switch
Grasston Siding - east and west switch
Andover Siding - east and west switch

To operate switch to enter siding, stop with leading wheels of movement 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.

9. Track between Mora Jct. and Mora is Industrial Track. Rule 105 applies. Maximum speed 25 MPH.**10. Track Side Warning Detectors protecting Bridges, Tunnels or other Structures-**

MP 20.8 for Eastward movement over Bridge 15.5
MP 60.5 for Westward movement over Bridge 62.4

Other Track Side Warning Detector Locations-

MP 39.3 - Dragging Equipment Only
MP 60.5 - Dragging Equipment Only
MP 66.5 - Dragging Equipment Only
MP 96.3 - Dragging Equipment and Hot Bearing
MP 126.5 - Dragging Equipment Only

11. Rule 104(B)(5)- Does not apply unless directed by train dispatcher.**12. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
06002 North Central Public Service Spur	2.3 east of Coon Creek	6	West
06012 Cedar	5.7 east of Andover	8	West
06024 Husky Spur	7.4 west of Cambridge	2	West
06024 Isanti	5.7 west of Cambridge	54	Both
06040 Braham	5.3 west of Grasston	15	West
07438 Mora	11.4 west of Brook Park	5	Both

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS		Distance from Cass Lake	EASTWARD
					Rule 6			
		05163		105.5	CASS LAKE	BKTY	0.0	
	3,660	05172		95.9	9.6 ROSBY		9.6	
		05178		90.7	5.2 BEMIDJI	J	15.3	
	8,129	05184		84.1	6.5 WILTON		21.4	
		05196		72.0	12.3 SHEVLIN		33.7	
		05203		65.1	6.7 BAGLEY		40.4	
	8,239	05211	31	57.7	7.3 EBRO		47.7	
	3,688	05224		44.7	13.0 FOSSTON		60.7	
	9,033	05231		37.2	7.6 McINTOSH		68.3	
	3,823	05237		31.2	6.1 ERSKINE	AJ	74.4	
		05244		24.5	6.7 MENTOR		81.1	
		05251		17.7	6.9 TILDEN JCT.		88.0	
	9,038	05255		12.9	4.5 BENOIT		92.5	
		05265		2.9	10.2 REDLAND JCT.	J	102.7	
				0.0	2.9			
				81.0	CROOKSTON JCT.	JT TWC	105.6	
		05270		82.3	1.3 CROOKSTON	BK	106.9	
				83.9	1.6 NORTH CROOKSTON JCT.	JT	108.5	
	7,710	05280	32	93.1	9.2 FISHER		117.7	
				103.0	14.8 EAST GRAND FORKS	Y	131.4	
		05295		109.9	3.1 GRAND FORKS	BIJKTY	134.5	
				110.2	.3 G. F. SWITCH	IJTY ABS	134.8	
			220	98.2	1.0 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. to Strata-trackage restricted to two four axle locomotives.

Strata and Red Lake Falls- trackage restricted to one locomotive.

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

MP 103.0, 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 103.0, 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 and Westward trains between MP 97 and MP 96 between East Grand Forks and Fisher.

Eastward and 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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS		Distance from Mpls. Jct.
				Rule 6		
	00437		9.5	MPLS. JCT. IJTY		0.0
			9.7	HARRISON ST. To Van Buren St. 0.9	JTY	0.5
		217	10.8	1ST ST. NORTH	Y	2.1
	03002		10.8	LYNDALE JCT.	JY	3.1
			12.4	CEDAR LAKE JCT.	JY	3.7
	03004		13.0	WAYZATA	Y	14.8
10,722	03014		24.3	MAPLE PLAIN		22.3
			31.6	DELANO		29.3
10,291	03029		38.6	HOWARD LAKE		43.7
15,614	03043		53.0	COKATO		50.0
7,277	03050		59.4	DASSEL		55.8
8,547	03056		65.2	DARWIN		60.9
	03061		70.3	LITCHFIELD		67.1
8,713	03067		76.4	GROVE CITY		74.8
	03074		84.1	ATWATER		79.9
10,452	03080		89.2	KANDIYOHI		87.3
	03087		96.6	WILLMAR BJKTX(2)		93.1
	03092	22	102.3	PENNOCK		99.7
	03099		108.9	KERKHOVEN		107.1
8,866	03107		116.3	MURDOCK	CTC	111.6
	03111		120.8	DE GRAFF		116.2
	03116		125.3	BENSON JTX(2)		123.2
18,443	03123		132.3	CLONTARF		129.4
	03129		138.5	HANCOCK		139.6
	03139		148.7	MORRIS JTX		148.4
20,074	03148		157.6	DONNELLY		156.6
7,384	03156		165.7	HERMAN		167.1
	03167		176.2	NORCROSS		172.0
7,174	03172		181.0	TINTAH		183.5
	03183		192.7	ABERDEEN LINE JCT. AJ		186.3
	03186		195.6	CAMPBELL		190.7
13,756	03190		199.8	DORAN		197.9
	03198		206.9	BRECKENRIDGE TX(2)Y		205.8
16,966	03204		215.0	WAHPETON JCT. JY		210.6
	03209		0.0	KENT		223.0
	10012	288	12.3	WOLVERTON		232.0
9,510	10021		21.3	COMSTOCK	TWC	238.8
	10028		28.1	SOUTH MOORHEAD Y	ABS	251.9
5,966			42.2			

BN Radio Channel No. 2 in service for road crews between Mpls. Jct. and Wayzata.

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

BN Radio Channel No. 2 in service for Willmar Area between Atwater and Kerkhoven.

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

Train Dispatcher Calls-Delano-50, Grove City-46, Dassel-51, Willmar-52, Benson-31, Morris-54, Tintah-56, Wolverton-47.

Between MP 212.32 and MP 216.8 and MP 0.0 and MP 8.0 Red River Valley Western Timetable and special instructions apply.

1. Maximum Speed Permitted- Zone-Between

	Freight	
	Up to 100 tons/OB	Over 100 tons/OB
Mpls. Jct. and Wayzata.....	40 MPH.	
MP 9.7 and MP 13.4	25 MPH.	
MP 23.6 and MP 24.5	30 MPH.	
1st St. North and Mpls. Jct. handling cars 315,000 lbs. or heavier	10 MPH.	
Bridge A1.3 Minneapolis, cars over 263,000 lbs.....	10 MPH.	
Wayzata and South Moorhead.....	40 MPH.	
MP 24.3 and MP 24.9	30 MPH.	
MP 132.4 and MP 134.3	25 MPH.	
MP 156.5 and MP 158.0	25 MPH.	
On noncontrolled siding Benson	10 MPH.	
Aberdeen Line Jct. over Soo Line Crossing at MP 195.0	25 MPH.	
Item 1A, All Subdivisions, applies between Mpls. Jct. and Willmar Through No. 20 turnouts at following locations:	35 MPH.	35 MPH.
End of two main tracks at MP 98.0 and MP 105.0 Crossover at MP 100.8 East switch at Breckenridge MP 211.9 Through turnout at East power crossover at MP 130.8	25 MPH.	25 MPH.
Through turnout at West power crossover at Benson MP 131.8.....	12 MPH.	12 MPH.
Sidings at:		
Wayzata	25 MPH.	25 MPH.
Delano	25 MPH.	25 MPH.
Howard Lake	25 MPH.	10 MPH.
Cokato	10 MPH. not permitted	
Dassel	10 MPH. not permitted	
Litchfield	25 MPH.	10 MPH.
West turnout MP 76.1	12 MPH.	10 MPH >
Atwater	10 MPH.	10 MPH.
Kerkhoven	25 MPH.	25 MPH.
Benson	25 MPH.	25 MPH.
West Turnout MP 133.8	12 MPH.	12 MPH.
Morris	25 MPH.	25 MPH.
Donnelly	25 MPH.	25 MPH.
Norcross	25 MPH.	25 MPH.
Campbell	25 MPH.	25 MPH.
East Switch MP 198.9	12 MPH.	12 MPH.
Wolverton	10 MPH.	10 MPH.
Willmar scale lead	10 MPH.	10 MPH.
Willmar East Rip Track Switch	10 MPH.	10 MPH.
Crossover at Sioux Line Jct. between North and South leads & No. 1 and No. 2 Main Track	10 MPH.	10 MPH.
Willmar-north roundhouse lead between rip track switch and 400 feet east of switch	3 MPH.	3 MPH.

2. Bridge and Equipment Weight Restrictions-

Items 5e and 5f may operate.

Six axle locomotives not permitted on following tracks:

Howard Lake-Littfin Lumber Spur

Pennock-Midland Coop Spur

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

Between MP 40.0 and 46.9 only one single four axle unit permitted.

3. TWC Instructions-

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

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

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track.

Track Warrant Control in effect between Wahpeton Jct. to MP 8.0.

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

5. Yard limits -in effect between MP 38.5 (3.7 miles east of South Moorhead)

Breckenridge MP 212.32 to MP 8.0 (Red River Valley RR)

Mpls Jct MP 9.5 to MP 24.3.

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

Westward trains between MP 18.7 and MP 19.7 five miles east of Wayzata.

Eastward trains between MP 87.0 and MP 86.0 two miles west of Grove City.

Westward trains between MP 110.0 and MP 111.0 one mile west of Pennock.

Eastward trains between MP 205.0 and MP 204.0 two miles east of Doran.

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

7. CTC- Signal 44.5 is a left hand signal.

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

Two main tracks between MP 98.0 and MP 105.0.

8. Main Track Permission-

Yard limits in effect between CTC Wayzata and Mpls. Jct. including Harrison St. to Van Buren St. All train, engine and MW movements on main tracks will be authorized by the Hump Tower Train Dispatcher Northtown as prescribed by Item 7 of the 2nd Subdivision.

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

10. Red River Valley Western operates Main Track from MP 212.32 and MP 0.0 to MP 8.0. Rule 93 Yard Limits are in effect within these limits. Burlington Northern trains must contact RRVW Operations on BN Channel 1 for permission to pass MP 8.0 Eastward and MP 212.32 Westward.

11. Dakota Rail Wayzata to Hutchinson-

There are no Bridge and Equipment Weight restrictions on Dakota Rail's tracks. General Code of Operating Rule 93 yard limits are in effect Wayzata to Hutchinson. BN Trains are authorized to operate as per Rule 93 Wayzata west as far as necessary to accomplish set out and/or pick up of interchanged cars at Wayzata.

12. The following crossings must be protected by flagman-

Campbell-On house track over State Aid Road No. 11 MP 199.8 just west of depot.

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

Donnelly-On industry track over Fourth Street crossing MP 167.7.

Litchfield-House track over Holcombe MP 76.2, Sibley MP 76.4 and Swift MP 76.6 Avenues.

Cokato-Green Giant Spur.

13. Wayzata- When trains meet at Wayzata the Eastbound trains will be held at MP 25.0 to eliminate noise and complaints from residents along our right away.

14. Cokato- Derail placed on both ends of controlled siding.

Benson- The 18th Subdivision switch when lined for 18th Subdivision will display red target on non-controlled siding.

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

16. Dimensional Shipments- Conductors handling dimensional or special shipments in trains departing Northtown will advise 43rd Avenue operator and west hump dispatcher of such cars and their placement in train. Operator at 43rd Avenue will in turn notify train dispatcher. Notification of 43rd Avenue operator by conductor will serve to fulfill requirements of Rule 625 that refers to notification of train dispatcher.

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

18. Multi-Level Loads Autos- Multi-level loads autos exceeding 19 feet 0 inches ATR cannot be handled between Lyndale Jct. and Harrison Street. (Autos exceeding 19 feet 0 inches ATR must be accompanied by a clearance message from Clearance Bureau, to prevent mis-routing.)

19. Between Harrison Street MP 9.2 and the block signal at MP 11.3, the first paragraph of rule 305, Delayed Within a Block, of the General Code of Operating Rules is changed to read as follows:

"A train having entered a block on a Proceed indication, other than one requiring movement at Restricted Speed, and is stopped or speed is reduced below 8 MPH, must proceed at Restricted Speed until it can be seen that the next signal indicates Proceed and track is clear to that signal."

20. Rollby Inspection- Are required by train crews at initial terminals.

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

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

Other Track Side Warning Detectors Located at-

MP 51.2	Main Track
MP 82.3	Main Track
MP 161.1	Main Track
MP 121.6	Main Track
MP 189.9	Main Track

22. Rule 350 (B) - The following switches are not equipped with electric locks:

MP 31.4
MP 88.5
MP 104.07

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

24. Rule 93-Yard Limits

Mpls. Jct MP 9.5 to MP 24.3
Breckenridge MP 212.32 to MP 8.0 (Red River Valley RR)
S. Moorhead MP 38.5 to East Dilworth

25. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
03018 Long Lake	3.1 west of Wayzata	16	West
03036 Montrose	6.7 west of Delano	5	East
Co-op Spur	1.7 west of Murdock	16	West
03178 Charlesville	6.4 west of Norcross	16	Both
10007 Brushvale	7.4 west of Wahpeton Jct.	22	Both
10033 Rustad	5.1 west of Comstock	35	West
68101 Simplot	9.9 west of Comstock	14	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS	Rule 6	Distance from East Dilworth
		25	250.2	EAST DILWORTH IYX		0.0
	00673		0.0	DILWORTH BKT X(2)Y	TWC	4.1
			3.2			
	00675		5.8	MOORHEAD JCT IJX(2)Y	ABS	6.7
	00679		8.6	FARGO JX(2)Y		9.5
	00683	26	12.9	WEST FARGO IJX(2)Y		13.8
	00690		20.2	MAPLETON		21.1
	00698		28.4	CASSETON JX		28.7
			31.3	SURREY JCT. SWITCH JX		31.9
			3.3			
9,371	00709	24	10.5	ABSARAKA		39.5
			24.3			
9,490	00724		40.9	NOLAN J		53.0
7,733	00736		52.8	PILLSBURY		65.1
9,145	00744		60.2	LUVERNE		72.5
9,613	00757		73.0	HANNAFORD J		85.2
9,686	00770		86.4	SUTTON		98.6
9,630	00784		99.9	JUANITA		112.2
8,797	00796		112.7	BRANTFORD		125.0
10,167	00808	34	124.3	NEW ROCKFORD JT		136.6
8,250	00820		136.8	BREMEN	CTC	149.1
9,115	00833		149.5	HEIMDAL		161.6
8,957	00845		161.7	SELZ		174.0
9,591	00861		177.0	AYLMER		189.3
9,420	00870		186.8	GUTHRIE		199.1
9,116	00883		199.6	KARLSRUHE		211.9
9,665	00896		211.9	SIMCOE		224.2
	05495		226.0	SURREY J		238.3
	00911		197.9	GAVIN YARD BJKT		240.6
	00913	33	199.7	J. D. SWITCH X(2)		242.4
			203.2			
	00917		0.0	MINOT KX		245.9

BN Radio Channel No. 1 in service on this Subdivision.
BN Radio Channel No. 2 in service between MP 0.0 and MP 16.4, Dilworth and Mapleton.

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

1. Maximum Speeds Permitted- Zone-Between

Passenger Freight

Between Dilworth and Surrey Jct.

Switch:

Against the current of traffic on double track		49 MPH.
MP 250.2 and MP 3.1	75 MPH.	
MP 3.1 and MP 9.1	40 MPH.	35 MPH.
MP 9.1 Headend speed restriction for westward trains.		
MP 5.7 turnout to 37th Subdivision, Moorhead Jct.	10 MPH.	10 MPH.
MP 6.1 turnout to 37th Subdivision, Moorhead Jct.		10 MPH.
MP 27.0 and MP 28.0 - head end restriction		40 MPH.
Through turnouts at:		
MP 250.2 crossover		35 MPH.
MP 12.8 turnout to 37th Subdivision, West Fargo to JY Jct.		25 MPH.
MP 12.9 crossover		35 MPH.
MP 28.3 crossover		35 MPH.
MP 28.4 turnout to RRVW		30 MPH.
MP 31 crossover	35 MPH.	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.
Head end restriction MP 124.0 and MP 124.7		50 MPH.
Surrey through turnouts	35 MPH.	35 MPH.
Between Simcoe and J. D. Switch MP 225.5 and MP 199.7	60 MPH.	50 MPH.
Between J. D. Switch and Minot MP 199.7 and MP 200.9 on Main 2	60 MPH.	50 MPH.
Between J. D. Switch and Minot MP 200.9 and MP 202.2 on Main 2	60 MPH.	35 MPH.
Between J. D. Switch and Minot MP 203.2 on Main 2	35 MPH.	35 MPH.
Between west crossover J. D. Switch and Minot on Main 1		35 MPH.
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.
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

Trains or engines leaving siding on
clear signal and through
turnouts at following locations:

Nolan	siding	35 MPH.	35 MPH.
Absaraka	siding	35 MPH.	35 MPH.
Pillsbury	siding	35 MPH.	35 MPH.
Luverne	siding	25 MPH.	25 MPH.
Hannaford	siding	25 MPH.	25 MPH.
Sutton	siding	35 MPH.	35 MPH.
Juanita	siding	35 MPH.	35 MPH.
Brantford	siding	35 MPH.	35 MPH.
New Rockford	west siding switch	35 MPH.	35 MPH.
Bremen	siding	35 MPH.	35 MPH.
Heimdal	siding	35 MPH.	35 MPH.
Selz	siding	35 MPH.	35 MPH.
Aylmer	siding	35 MPH.	35 MPH.
Guthrie	siding	25 MPH.	25 MPH.
Karlsruhe	siding	35 MPH.	35 MPH.
Simcoe	siding	35 MPH.	35 MPH.
J. D. Switch	west crossovers through turnout	35 MPH.	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**.

Only one locomotive unit permitted between Hannaford and Dazey.

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

Dilworth-Westward trains destined Dakota 10th, 13th, 25th, 37th, 38th, 39th, 40th or 41st Subdivision will obtain track warrant and secure track bulletin(s).

Westward trains destined beyond Surrey Jct. Switch will obtain Dakota 10th Subdivision track warrant and Dakota 11th Subdivision track warrant and track bulletin(s).

Eastward trains destined Dakota 3rd or 14th 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 14th, 33rd, 34th, 35th and 36th Subdivision trains will copy own track warrant and secure track bulletins at Minot Crew Office.

NRPC at Minot will secure track bulletins for both Dakota 13th and 14th Subdivisions.

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

5. Rule 93-Yard limits in effect between:

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

MP 250.2, East Dilworth and MP 12.5 on the westward track and MP 12.7 on the eastward track of West Fargo

6. East Dilworth, Dilworth, Moorhead, Fargo, West Fargo- Be- tween MP 250.2, East Dilworth and MP 12.7, 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 at Simcoe will call Gavin Yardmaster for instructions. Westward trains departing Gavin Yard will receive route instructions from Gavin Yardmaster.

Trains departing from downtown Minot will call Gavin Yardmaster with their arrival and departure time.

NRPC trains at Minot will call Gavin Yardmaster 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 and westward trains, between MP 117.0 and MP 116.0, approximately 7 miles east of New Rockford.

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

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

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

9. 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 2.0, Main 1 and Main 2 for westward movement over bridge 4.8
 MP 8.0, Main 1 and Main 2 for eastward movement over bridge 4.8

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

10. Locomotive cooling water available at Minot, New Rockford and Selz.**11. Rule 105 applies:**

Between West Fargo and JY Jct., 37th Subdivision, connecting track is industrial track. Maximum speed 25 MPH.
 Between MP 2.0, 37th Subdivision, and Dakota Jct., 13th 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.

12. East Dilworth, 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).

13. CTC- Rule 350(B)- Following switches not equipped with electric locks:

Mapleton MP20.1, Main 1
 Norpak MP 22.3 Main 2
 Dalrymple MP 25.8, Main 1
 Casselton MP 27.3, Main 2
 Casselton MP 27.9, Main 1
 Karnak MP 65.5
 West Fargo, Interstate Seed.

14. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
00690 Mapleton	7.0 West of West Fargo	30	West
00692 Norpak	2.4 west of Mapleton	20	East
00695 Dalrymple	5.3 west of Mapleton	37	West
00715 Ayr	6.0 west of Absaraka	48	Both
00750 Karnak	6.3 west of Luverne	12	East
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 Heimdal	46	East
58515 Tatman	15.8 west of J. D. Switch	182	East

W E S T W A R D	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv MAIN LINE STATIONS Rule 6				Distance from Surrey Jct. Switch	E A S T W A R D
				31.2	DT	SURREY JCT. SWITCH	JX	CTC	0.0	
				38.8		MAGNOLIA			7.8	
				43.8		BUFFALO			12.8	
		03279	26	49.7		TOWER CITY			18.7	
		03285		52.4		KOLDOK			21.4	
		6,306 03288		60.4		PEAK			29.3	
		6,648 03296		65.5		VALLEY CITY			34.5	
		03301		69.2		SOUTH BEREA			38.2	
		6,330		70.2		NORTH BEREA			39.2	
		6,371 03306		76.1		SANBORN	JT		45.1	
		7,940 03312		81.4		ECKELSON			50.4	
		6,470 03317		89.1		SPIRITWOOD	Y		58.1	
		6,302 03325		94.7		BLOOM			63.7	
		03331		99.2	DT	JAMESTOWN	BJK X(2)Y	TWC ABS	69.7	
		03336		99.7		ELDRIDGE			75.7	
		03342		109.0		WINDSOR			85.0	
		7,243 03352		112.8		CLEVELAND			88.8	
		03356		121.5		MEDINA			97.5	
		7,336 03364		134.5		LADOGA			110.4	
		11,585 03377	38	151.0		STEELE			126.9	
		7,396 03394		161.9		DRISCOLL			137.6	
		8,595 03404		169.6		STERLING			145.4	
		6,131 03412		176.2		McKENZIE	J		152.0	
		4,531 03419		181.6		BURLEIGH			157.5	
		7,827 03424		194.4		BISMARCK	Y		170.3	
		7,866 03437		200.3		MANDAN	BJKTY		176.1	
		03444	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. Between MP 192.0 and MP
 200.3 (Montana Division) employees are under the jurisdiction of the
 Montana Division General Manager

**1. Maximum Speeds Permitted-
Zone-Between****Up to 100
tons/OB****Over 100
tons/OB**

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.
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 -wye 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 10th Subdivision track bulletins and Dakota 11th
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, move-
ment 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 11th Subdivision dispatcher before occupying main
track.****14. Roll-by Inspection-required on departing trains at speed not ex-
ceeding 10 MPH. Unless otherwise provided by in-bound train crew
will make inspection of departing train.**

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

MP 61.8 for Westward movement over Bridge 64.0
 MP 68.5 for Eastward movement over Bridge 64.0

Other Track Side Warning Detectors located at-

MP 48.9 MP 144.4
 MP 73.4 MP 172.7
 MP 117.5

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

Train location line-ups will not be issued to cover double track.

17. 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
57310 Rogers	9.7 west of Sanborn	10	Both
03321 Urbana	3.9 west of Eckelson	55	East
03326 Ladish Spur	0.2 west of Spiritwood	Yard	Both
03339 Peavy West Elevator	1.7 west of Jamestown	65	Both
03380 Tappen	3.1 west of Ladoga	46	East
03386 Dawson	0.7 west of Ladoga	30	West

12th Subdiv MAIN LINE STATIONS					Distance from State-line	
Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Rule 6	Westward	Eastward
			577.9	APPLETON	0.0	
			579.0	1.1 MP 579.0	1.1	

BETWEEN MP 579.0 AND STATELINE MP 600.7 SOO LINE RR TIMETABLE GOVERNS.

	08201	600.7	STATELINE	J	0.0
	08202	602.2	1.5 BIG STONE	CTC	1.5
14,880	08211	611.1	8.9 MILBANK	JT	10.4
10,559	08233	633.2	22.1 SUMMIT		32.5
8,312	08257	657.2	24.0 WEBSTER		56.5
12,142	08268	668.5	11.3 BRISTOL		67.8
9,302	08278	678.1	13.6 ANDOVER		81.4
8,224	08288	687.9	9.8 GROTON	TWC ABS	91.2
	08302	702.3	14.4 GREBNER		105.6
	54721	707.0	4.7 ABERDEEN	BKY	110.3
		707.4	0.4 ABERDEEN YARD	JTY	110.7
9,446	08320	720.1	12.7 MINA		123.4
	08328	728.2	8.1 CRAVEN		131.5
	08333	733.3	5.1 IPSWICH		136.6
7,834	08341	741.6	8.3 BEEBE		144.9
	08349	748.6	7.0 ROSCOE		151.9
7,758	08357	757.2	8.6 GRETN	CTC	160.5
7,429	08370	770.9	13.7 ALAMO		174.2
	08377	776.6	5.7 JAVA JCT.		179.9
7,673	08384	784.2	7.6 SELBY		187.5
7,970	08396	796.3	12.1 GLENHAM		199.6
7,340	08405	805.1	8.8 MOBRIDGE	T	208.4

BN Radio Channel No. 1 in service on this Subdivision.**BN Radio Channel No. 2 in service for Yard Forces at Aberdeen.**

NOTE: Mile Posts between Bristol & Andover are numbered as follows:

MP 676
 MP 676 A
 MP 676 B
 MP 676 C
 MP 676 D
 MP 677 etc.

Train Dispatcher Calls-Aberdeen East-01, Aberdeen West-71, Summit-95, Webster-96, Bowdle-97, Mobridge-98**1. Maximum Speed Permitted-
Zone-Between****Freight**

Stateline and Mobridge 40 MPH.
 Through all sidings and turnouts 10 MPH.
 MP 801.5 and MP 802.7 10 MPH.
 Aberdeen-Between MP 706.2 and MP 709.3 20 MPH.
 Head End Restriction over 3rd and 6th Avenue crossing 10 MPH.
 At Big Stone-Maximum turnout speed through
 Big Stone Power Switch, MP 602.2 20 MPH
 Speed for Industrial trackage from MP 602.2
 to Big Stone Power Plant:
 MP 0.0 to MP 2.0 20 MPH.
 MP 2.0 to MP 3.0 15 MPH.
 MP 3.0 and Big Stone Unloading Facility 10 MPH.
 Aberdeen-over the East and West Leg of Wye 10 MPH.
 Over scale at Sun Products at MP 731.0 5 MPH.

Item 1A, All Subdivisions, applies between Stateline (MP 600.7) and Webster (MP 657.5), between Webster (MP 666.5) and Aberdeen (MP 706.3) and between Aberdeen (MP 709.9 and Mobridge (MP 806.0)

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Freight trains over 100 tons/OB are permitted only on the following tracks:

Mainline between Appleton and Mobridge
 No. 1, 2, 3 track at Aberdeen
 Sidings at Andover, Bristol, Summit, Milbank, Mina, Beebe, Selby, Mobridge and Plant Loop at Big Stone.

3. TWC Instructions-

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement. Train location line-ups can be received from operator at Willmar.

Eastward trains operating between Stateline and Appleton via Soo Line will require Soo Line Track Warrant at Aberdeen.

Westward trains operating between Appleton and Stateline via Soo Line will require Soo Line Track Warrant at Willmar.

Westward trains departing Aberdeen must obtain Track Warrant listing all Track Bulletins in effect, if any.

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

9th Subdivision - Benson to Willmar
 12th Subdivision - Aberdeen to Stateline
 12th Subdivision - Aberdeen to Ortonville
 Soo Line Ortonville Subdivision - Ortonville to Appleton
 12th Subdivision - Aberdeen to Mobridge
 18th Subdivision - Appleton to Benson

Conductors going on duty at Aberdeen will call the operator at Willmar (8231-5546 or 677), identify themselves and their train by engine number and request a track warrant and respective track bulletins in effect. The Willmar operator will fax both BN and Soo track warrants and track bulletins. Track Warrants and Track Bulletins will also be received through direct radio or phone contact with the Train Dispatcher.

4. Rule 99- When flagging is required, distance will be 1 mile.**5. Rule 93-Yard Limits**

Aberdeen MP 703.0 to MP 709.1

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

Eastward trains between MP 787 and MP 786 and between MP 700 and MP 699
Westward trains between MP 605 and MP 606 and between MP 723 and MP 724

7. Between Stateline and Mobridge- Dual control switches located as follows:

Big Stone Switch
Milbank - East and West end of sidings
Summit - East and West end of siding
Aberdeen Yard - West end
Glenham - East and West end of siding
Mobridge Yard - West end

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

At Aberdeen, Main Track between MP 709 and MP 706 is Non-ABS.

Sixth Ave.-Color light type indicators located adjacent to all tracks on both sides of the street crossing governing train and engine movements over crossings are in service. When yellow is displayed, traffic signals are at stop and rail movements may be made over crossings. When red is displayed the following will govern: Pushbuttons for manual control of the traffic signals are located on masts of the indicators. When indicator displays red after a train has approached to within 50 feet of the crossing a member of the crew must operate the button. If indicator continues to display red, movement must be made as per Rule 103.

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

10. Track Side Warning Detectors Located at:

MP 653.58 - Dragging Equipment and Hot Bearing
MP 684.60 - Dragging Equipment and Hot Bearing
MP 752.51 - Dragging Equipment and Hot Bearing
MP 787.41 - Dragging Equipment and Hot Bearing

11. Rule 350 (B) - The following switches are not equipped with electric locks:

MP 603.35	MP 733.67
MP 603.62	MP 748.51
MP 632.88	MP 763.69
MP 611.00	MP 764.20
MP 633.37	MP 776.62
MP 727.70	MP 783.82
MP 728.50	MP 784.43
MP 733.40	MP 804.90
MP 733.29	MP 805.20
MP 733.61	

12. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
08203 Dakota Granite	1.1 west of Big Stone	21	Both
08246 Waubay	13.4 west of Summit	45	Both
08264 Holmquist	6.4 west of Webster	42	West
08299 Bath	11.1 west of Groton	19	Both
08330 Sun Products	2.1 west of Craven	80	Both
08364 Bowdle	6.7 west of Gretna	44	Both
54721 So Dak Wheat Growers	2.2 west of Aberdeen	54	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv MAIN LINE STATIONS		Distance from Fargo Yard Office
	Rule 6						
		00679	34 				

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls: Harwood-05, Hillsboro-46, Grand Forks-96.
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 24.2 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	79 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.

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 Thompson and West Grand Forks.
MP 27.9 and MP 24.2 Harwood and Fargo Yard Office.

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

7. Fargo Yard Office, Dakota Jct.-Between MP 24.2, 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, 37th 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
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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv MAIN LINE STATIONS		Distance from D. L. Switch
					Rule 6		
			220	98.2 0.4	D.L. SWITCH	IJTY	0.0
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	
6,511	05402		104.2	18.9 CHURCHS FERRY	JT	103.8	
8,214	05414		115.7	11.5 LEEDS		115.3	
4,540	05420		121.9	6.2 YORK	JT	121.5	
	05426		127.8	5.9 KNOX		127.4	
	05432		133.4	5.6 PLEASANT LAKE		133.0	
6,286	05441		142.4	9.0 RUGBY	JT	142.0	
3,586	05446		147.6	5.2 TUNBRIDGE		147.2	
8,882	05460		161.3	13.7 TOWNER	JT	160.9	
3,574	05481		182.0	19.7 GRANVILLE	JT	180.6	
3,621	05487		188.9	6.9 NORWICH		187.5	
	05495		196.3	7.4 SURREY	JX	194.9	

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

Train Dispatcher Calls: Grand Forks-96, 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 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:

Eastward and Westward trains between MP 5.0 and MP 6.0 between
D. L. Switch and Emerado.

Eastward and Westward trains between MP 79.0 and MP 78.0 be-
tween Cray and Devils Lake.

Westward and eastward trains between MP 94.0 and MP 95.0 be-
tween Devils Lake and Churches Ferry.

Eastward and westward 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 in-
dustrial track maximum speed 10 MPH.

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 Cray	6	East
05396 Penn	12.7 west of Devils Lake	15	East
58114 Wolford	14.0 west of York	32	Both
05468 Denbigh	8.4 west of Towner	15	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS		Distance from Lyndale Jct.
				Rule 6		
	03004		0.0	LYNDALE JCT.	JY	0.0
				1.6		
	09001		1.7	M. W. JCT.	JY	1.6
				3.4		
	09005		5.1	ROBBINSDALE		5.0
				6.5		
4,730	09011	202	11.6	OSSEO		11.5
				9.0	TWC	
5,190	09020		20.6	ROGERS		20.5
				6.2		
	09027		26.9	ALBERTVILLE		26.7
				8.5		
	09035		35.5	MONTICELLO		35.2

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

1. Maximum Speed Permitted- Zone-Between

	Freight
Lyndale Jct. and Albertville	25 MPH.
Between absolute signals of interlocking located 0.9 miles west of Lyndale Jct.	12 MPH.
Between absolute signals of interlocking located 1.3 miles west of Robbinsdale	20 MPH.
MP 20.6 and MP 20.7	10 MPH.
On Georgia Pacific Spur between MP 10.0 and MP 11.0 between Robbinsdale & Osseo	5 MPH.
Albertville and Monticello	10 MPH.
Cars over 263,000 lbs:	
Bridge 14.3 Osseo	10 MPH.
Bridge 23.3 Rogers	10 MPH.
Item No. 1A-All subdivisions applies.	

2. Bridge, Engine and Heavy Car Restrictions-

Six axle locomotives not permitted.

3. TWC Instructions-

Maintenance of Way- Track warrant authority will be issued to permit
occupancy of main track when train location line-up is not in effect or
will not permit movement.

Rule 405- In effect on this subdivision.

4. Rule 99- When required to flag, distance will be 1 mile.

5. Rule 93- Yard limits in effect between Lyndale Jct. and M.W. Jct.

6. Automatic Interlockings not Indicated at Station-

Soo crossing 0.9 miles west of Lyndale Jct.

Soo crossing 1.3 miles west of Robbinsdale.

7. Between Lyndale Jct. and M. W. Jct.- Authority to occupy the main track must be obtained from Northtown West Hump Dispatcher as prescribed by item 7 of the 2nd Subdivision.

8. Between Monticello and Northern States Power Company Spur-

Track is considered industrial track. Rule 105 applies. Maximum speed 10 MPH.

9. Between Osseo and Monticello- Between MP 12.0 and MP 36.0 when approaching crossings protected by gates or signals, it must be known by crews of trains and/or engines that signals are activated before proceeding over crossing. Flashing amber lights at these locations indicate signals or gates are activated.

Osseo-On Barton Lead Track-Flag protection must be provided while switching over 89th Avenue crossing.

10. Minneapolis Terminal Area- City ordinance of Minneapolis prohibits unnecessary use of the engine whistle.**11. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
09009 Bell Cold Storage	2.5 east of Osseo	11	East
09010 Osseo Concrete Co. Spur	1.5 east of Osseo	10	West
09011 Knox Lumber	2.6 east of Osseo	5	East
09011 Navarre	2.7 east of Osseo	5	West
09013 North Star Concrete Co. Spur	0.9 west of Osseo	14	West
09018 Hennepin Coop Feed Exchange Spur	2.0 east of Rogers	6	East
09020 Ultra Pack	0.8 west of Rogers	2	East
09021 K&K Mfg. Co. Spur	0.1 west of Rogers	7	West
09022 Rogers Hdwe. & Lbr. Co.	0.3 west of Rogers	7	East
09038 Northern States Power Co. Spur	3.0 west of Monticello	20	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS Rule 6	Distance from Hinckley
	06065		75.4	HINCKLEY BJJ	0.0
	51063		62.6	PINE CITY	13.1
	51053		52.7	RUSH CITY	22.9
	51041	214	40.7	NORTH BRANCH	34.9

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Hinckley-86, Elk River-80

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

North Branch and Hinckley 25 MPH.
Harris- Head end over public crossings from MP 46.0 and MP 45.5 10 MPH.
Rush City- Head end over public crossings from MP 52.8 and MP 52.3 10 MPH.
Item 1A, All Subdivisions, applies.

2. Bridge and Equipment Weight Restrictions-

Item 5e and 5f may operate.

3. TWC Instructions-

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement. Recorded train location line-ups will be issued.

4. Rule 99- When flagging is required, distance will be 1.0 miles.**5. Rule 93-Yard Limits**

Hinckley MP 75.4 to MP 73.5

6. Rollby Inspection-Train crews must make inspection at speeds not exceeding 10 MPH at their initial terminal.

7. Between Rush City and North Branch, MP 45.8 and MP 40.7, when approaching crossings protected by signals or gates, it must be known by crews of trains and/or engines that signals or gates are activated before proceeding over crossings. If signals or gates are not activated, a crew member must proceed the movement and give signal from crossing if safe to proceed.

8. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
51064 Gorham Spur	1.0 east of Pine City	5	West
51041 Chinook Spur	1.0 east of North Branch	8	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv BRANCH LINE STATIONS Rule 6	Distance from Allouez
	52004		6.0	ALLOUEZ BTUXY	0.0
		29	7.9	KOPPERS SPUR Y ABS	1.9
			8.7	BRIDGE (1.3) Y	2.9
	05010		10.3	SAUNDERS IJXY	4.2

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

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

Allouez and Saunders 25 MPH.

2. Bridge and Equipment Weight Restrictions-

Items 5e and 5f may operate.

3. TWC Instructions- None.**4. Rule 99-** Not required.**5. Rule 93-**Main track between MP 6.0 and MP 10.3 between Allouez and Saunders is Continuous Yard Limits.**6. Allouez-** At both the old and new taconite unloading sheds, commonly known as the Index Plant, a red and yellow light has been installed on both ends of this building. If all the movable parts of the unloading mechanism are clear so that the train can move through the shed without interference, the signal will display a permissive yellow color. If there is any part of the mechanism that is not clear the signal will display red and train must stop before entering the shed and trains inside shed must not move.

Eastbound trains arriving Allouez yard, destined for the new loop:

Must arrive on the westbound main (against the current of traffic).

Switch located on westward track at entrance to new loop track, normal position will be lined for new loop track.

Eastbound trains arriving Allouez yard, destined for the old loop:

Will arrive on the eastbound main, unless otherwise directed by operator at Saunders Tower.

When arriving on the eastbound main, cross over to the westbound main, directly opposite the switch leading to the new loop.

If directed to arrive on the westbound main, switch for the old loop is located 500 feet east of coal pocket switch.

Unless otherwise instructed by Yardmaster, road crews handling loaded Taconite trains (new cars 99000 series) into the new and old car dump for unloading, will do the following:

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

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	18th Subdiv BRANCH LINE STATIONS		Distance from Benson
					Rule 6		
		03123	200	0.0	BENSON	JTY	0.0
		54007		7.1	DANVERS		7.9
		54015		15.0	HOLLOWAY		15.8
2,412		54021		21.2	APPLETON	AJY	22.0
		54030		29.9	LOUISBURG		30.7
		54036		36.4	BELLINGHAM		37.1
		54046		45.5	NASSAU		46.3
		54057		57.1	LA BOLT		58.0
		54065		64.8	STOCKHOLM		65.6
2,639		54072		72.0	SOUTH SHORE	TWC	72.8
		54091		91.2	WATERTOWN	UY	92.0
		54101		101.0	GROVER		101.9
		54107		107.4	HAZEL		108.2
		54114		114.8	VIENNA		115.1
		54123		123.2	WILLOW LAKE		124.1
		54135		135.3	BANCROFT		136.2
		54140		139.7	OSCEOLA		140.6
		54148		147.5	YALE		148.7
		54161		161.0	HURON	JMTY	161.9

Between Huron and Wolsey DM&E Timetable governs.
BN Radio Channel No. 1 in service for this Subdivision.
Train Dispatcher Calls-Appleton-57, Nassau-58, Watertown-59,
Willow Lake-60, Huron-61.

1. Maximum Speed Permitted- Zone-Between

	Freight
Benson and MP 34.5	40 MPH.
MP 34.5 and MP 85.0	25 MPH.
MP 85.0 and E. Yard limits Watertown	10 MPH.
Trains exceeding 5000 tons between MP 93.0 and MP 109.0	10 MPH.
West Yard limits Watertown and MP 148.0	25 MPH.
MP 148.0 and MP 161.0	10 MPH.
Appleton between absolute signals of interlocking	20 MPH.
Watertown-within city limits	10 MPH.
Huron-Over DM&E crossing	10 MPH.
Item 1A applies between MP 35.0 and MP 60.1 and MP 72.0 and MP 161.0.	
N.E. Terminal Switches 1 & 2 at Watertown	5 MPH.

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.

Six axle locomotives not permitted between MP 83.0 and Huron

Watertown- Only a single 4 axle locomotive permitted to switch Northeast Terminal. Six axle locomotives not permitted.

Huron- Only one locomotive allowed on transfer track.

Maximum number of loaded cars in any train consist is 120 cars.

3. TWC Instructions-

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement. Recorded train location line-ups will be issued.

Eastward trains operating between Stateline and Appleton via Soo Line will require Soo Line Track Warrant and Track Bulletins at Aberdeen.

Westward trains operating between Appleton and Stateline via Soo Line will require Soo Line Track Warrant and Track Bulletins at Willmar.

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

5. Rule 93-Yard Limits

Benson MP 0.0 to MP 1.0

Appleton MP 18.95 to MP 22.5

Watertown MP 89.0 to MP 93.6

Huron MP 159.0 to MP 161.0

6. **Appleton-** On BN-Soo Line Transfer track do not exceed 5 MPH.

Loaded 100 ton cars not permitted on BN-Soo Line Transfer Track.

Switch located at MP 21.4 between Appleton and Louisburg is to be lined for the 18th Subdivision except when changed for immediate use.

Switch located at MP 578.8 on Soo Line siding will be left lined for connection track.

Switch located at MP 579 on Soo Line main track will be lined for main track except when changed for immediate use.

Maximum authorized speed on connection track and Soo Line siding is not to exceed 10 MPH.

Maximum authorized speed over the switch at MP 21.4 is 12 MPH when operating in either direction on the 18th subdivision or when operating via the new connection track.

Trains entering the Soo Line Ortonville Subdivision and trains operating Appleton to State via Soo Line track must contact the Soo Line dispatcher and be governed by his instruction. From Appleton Depot phone 1-(414) 274-8255 or use dispatcher phone located near switch at MP 579.0 if necessary.

7. **Between Louisberg and South Shore and between Watertown and Huron-**When temperature is at or above 90 degrees fahrenheit, do not exceed 10 MPH between MP 34.0 and MP 72.0 and between MP 93.0 and MP 148.0, and do not handle over 10,000 tons and do not use dynamic braking within these limits.

8. **Between Yale and Huron-FRA** excepted track between MP 148.6 and MP 161.0.

9. **Huron-** Movement over DM&E crossing by BN trains will require gates to be lined and locked to cross DM&E Track until movement is complete. Thereafter gates will be relined and locked across BN track.

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

11. Industrial Tracks and Other Tracks-

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	19th Subdiv BRANCH LINE STATIONS		Distance from Morris
					Rule 6		
		03148	201	0.0	MORRIS	JTXY	0.0
		54507		7.2	ALBERTA		8.2
		54513		13.3	CHOKIO		14.3
		54519		19.2	JOHNSON		20.2
		54526		26.2	GRACEVILLE		27.2
		54532		32.1	BARRY		33.1
		54539		39.4	BEARDSLEY		40.4
		54546		46.9	BROWNS VALLEY		47.8

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Morris-54

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

	Freight
Morris and Browns Valley	25 MPH.
MP 40.0 and MP 46.9	10 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.
Item 5c cars, six axle and four axle locomotives in excess of 265,000 lbs not permitted between MP 40.0 and Browns Valley.
Between MP 40.0 and 46.9 only one four axle unit permitted.
Maximum number of loaded cars in any train consist is 110 cars.

3. TWC Instructions-

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement. Recorded train location line-ups will be issued.

4. Rule 99- When required to flag, distance will be 1 mile.

5. Rule 93-Yard Limits
Morris MP 0.0 to MP 1.0

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	20th Subdiv BRANCH LINE STATIONS			Distance from Geneseo Jct.
					Rule 6			
		03186	209	0.0		ABERDEEN LINE JCT.	JY	44.8
		54601		0.6		B. N. JCT.	JY	44.2

BETWEEN B. N. JCT AND GENESEO JCT. SOO LINE RR TIMETABLE GOVERNS.

	54645		43.3	GENESEO JCT.	J	0.0
	54651		48.7	CAYUGA		6.1
	54657		54.8	RUTLAND		12.2
	54666		64.1	HAVANA		21.6
	54673	209	70.7	KIDDER		28.1
	54680		74.2	JARRETT JCT.	JUY	31.7
	54687		84.9	AMHERST		42.4
	54694		91.3	CLAREMONT		48.8
	54704		102.3	PUTNEY		59.6
	54721		118.4	ABERDEEN	BJKTY	76.0

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Rutland-49, Aberdeen East-01.

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

	Freight
Geneseo Jct. and Aberdeen	25 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted.
Six axle locomotives not permitted.
Maximum number of loaded cars in any train consist is 110 cars.

3. TWC Instructions-

Eastward trains will require Soo Line Track Warrant at Aberdeen, if operating beyond Geneseo Jct.

Westward trains originating at BN Jct. will require Soo Line Track Warrant. Track Warrant will be obtained by contacting Soo Line dispatcher on BN channel 1 at BN Jct. Track Bulletins in effect must be obtained at Willmar or Dilworth.

Trains will receive their track warrants and track bulletins at Aberdeen via the facsimile device or Compass printer. Conductors going on duty at Aberdeen will call the operator at Willmar (8231-5546 or 677), identify themselves and their train by engine number and request a track warrant and respective track bulletins in effect. Track Warrants and Track Bulletins will also be received by trainmen through direct radio or phone contact with the Train Dispatcher.

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement. Recorded train location line-ups will be issued.

4. Rule 99- When required to flag, distance will be 1 mile.

5. Rule 93-Yard Limits
Aberdeen Line Jct. MP 0.0 to MP 0.6
Jarrett Jct. MP 74.35 to MP 74.55
Aberdeen MP 118.0 to MP 118.6

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

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

8. Between Jarrett Jct. and Britton- Track is industrial track. Rule 105 applies. Maximum speed 25 MPH.

9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
54639 Lidgerwood	5.4 east of Geneseo Jct.	175	East
54622 Hankinson	17.6 east of Geneseo Jct.	125	East
54677 Britton	3.0 east of Jarrett Jct.	20	East
54699 Hufhton.....	5.3 west of Claremont	20	Both

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 NW Pallet Ass'n Spur	3.0 est of Thief River Falls	10	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	21st Subdiv BRANCH LINE STATIONS	Distance from Warroad
	55315		103.3	WARROAD	0.0
	55294		82.9	ROSEAU	21.4
	55281		70.0	BADGER	34.4
	55271		60.5	GREENBUSH	43.9
	55253		41.8	MIDDLE RIVER	62.5
	55234		22.6	SOO LINE CROSSING	81.7
	55230		19.6	THIEF RIVER FALLS	84.8
	55223		11.8	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

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 Subdivisions, applies between St. Hilaire and Warroad.

Freight

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 flagging is required, 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 and movement and movement over the diamond is completed, gate must be restored to original position against BN movement.

Normal position of Soo Line connection switch leaving the Dakota 21st Subdivision is lined for connection track.

8. Rule 105 Applies-Track between MP 13.9 Thief River Falls and MP 11.8 St. Hilaire is industrial track maximum speed 10 MPH.

Derail installed on main track at MP 13.9.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	22nd Subdiv MAIN LINE STATIONS	Distance from North Crookston Jct
			0.0	NORTH CROOKSTON JCT.	0.0
	09301		12.7	EUCLID	12.7
	09309		20.9	ANGUS	20.9
	09317		29.3	WARREN	29.3
	09327		39.1	ARGYLE	39.1
	09335		47.5	STEPHEN	47.5
	09344		56.1	DONALDSON	56.1
	09349		60.9	KENNEDY	60.9
2,980	09358		70.1	HALLOCK	70.1
	09370		82.3	HUMBOLDT	82.3
	09378		90.5	NOYES	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

North Crookston Jct. and Noyes 25 MPH.
East leg of wye track..... 5 MPH.
Item 1A, All Subdivisions, applies.

Freight

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 and Westward 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 Weleski 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	23rd Subdiv BRANCH LINE STATIONS	Distance from Redland Jct.
	05265	246	65.9	REDLAND JCT. J	0.0
	55044		45.4	20.5 FERTILE	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 Subdivision.

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. Derrail 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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	24th Subdiv BRANCH LINE STATIONS	Distance from Ada
	09252	32	48.2	ADA 16.9	0.0
	09270		65.1	BELTRAMI 15.3	17.0
	09285		80.3	M. N. JCT. JY	32.3
			81.0	0.7 CROOKSTON JCT. J	33.0

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

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

Freight

Ada and Crookston Jct..... 25 MPH.
At Ada, maximum speed-Elevator track 5 MPH.
Item 1A, All Subdivisions, applies.

2. Bridge 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 25th 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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	25th Subdiv BRANCH LINE STATIONS		Distance from Moorhead
				Rule 6		
	00676		0.0 22.3	MOORHEAD	JY	0.0
				8.6		
	56008		8.0	KRAGNES		8.6
				6.8		
	56015		14.8	GEORGETOWN		15.4
				6.6		
	56022		21.6	PERLEY		22.0
				6.0		
	56028		27.4	HENDRUM		28.0
				6.0		
	56034	247	33.5	HALSTAD	TWC	34.0
				7.6		
	56041		41.0	SHELLY		41.6
				4.8		
	56046		45.8	NIELSVILLE		46.4
				5.6		
	56052		50.8	CLIMAX		52.0
				5.9		
	56057		56.8	ELDRED		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 25th 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	26th Subdiv BRANCH LINE STATIONS		Distance from Honeyford
				Rule 6		
	55422		117.8	HONEYFORD		0.0
				3.5		
	55425		121.3	GILBY		3.5
				4.3		
	55430		125.6	JOHNSTOWN		7.8
				4.7		
	55434	249	130.3	FOREST RIVER	U TWC	12.5
				5.8		
	55440		136.1	VOSS		18.3
				8.9		
	55539		145.0	GRAFTON	JTUY	27.2
				15.5		
	55464		160.5	DRAYTON		42.7
				18.3		
	55483		178.8	JOLIETTE		61.0

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls-Grafton-48, 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 27th 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- Joliette Track between MP 178.0 and MP 179.5 is industrial track maximum speed 10 MPH..

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. Honeyford-Track between MP 119.5 eastward to end of track is considered industrial track. Maximum speed 10 MPH

12. 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	0 8 west of Drayton	12	East
Spur			
American Crystal Plant	1 5 west of Drayton	Yard	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	27th Subdiv BRANCH LINE STATIONS	Rule 6	Distance from Grand Forks
	05299		0.0	GRAND FORKS BIJKTY ABS		0.0
	55502		1.4	1.4 CALSPUR Y		1.4
	55512		12.4	11.0 MANVEL		12.0
	55524		24.5	12.1 ARDOCH U		24.1
	55530		30.6	6.1 MINTO		30.2
	55539	250	39.4	8.9 GRAFTON JTUY TWC		39.1
	55546		45.9	6.5 AUBURN		45.6
	55553		53.5	7.6 ST. THOMAS		53.2
	55559		59.6	6.1 GLASSTON		59.3
	55566		66.5	6.9 HAMILTON		66.2
	55571		71.6	5.2 BATHGATE		71.4
	55579		79.9	8.3 NECHE		79.7

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls-Grafton-48 and Grand Forks-96.

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. 26th 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- Glasston, 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 28th 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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	28th Subdiv BRANCH LINE STATIONS	Rule 6	Distance from Grafton
	55539		0.0	GRAFTON JTUY		0.0
	55606		5.7	6.5 NASH		6.5
	55613		12.9	7.2 HOOPLE		13.7
	55618	251	17.5	4.6 CRYSTAL	TWC	18.3
	55624		23.9	6.3 HENSEL		24.6
	55631		31.4	7.6 CAVALIER		32.2
	55648		48.5	16.5 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.

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 maximum speed 10 MPH.

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 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

- Maximum Speeds Permitted- Zone-Between** Freight
Conway and Langdon 25 MPH.
Langdon and Hannah 10 MPH.
- Bridge and Equipment Weight Restrictions-**
Item 5d not permitted between Langdon and Hannah.
Six axle locomotives not permitted.
- TWC Instructions-** Track Warrant Control in effect on this Sub-division.
- Rule 99-** When required to flag, distance will be 1.0 mile.
- Train Location Lineups-** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.
- Industrial Tracks and Other Tracks-**

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	30th Subdiv BRANCH LINE STATIONS	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.

- Maximum Speeds Permitted- Zone-Between** Freight
Larimore and Mayville 25 MPH.
Mayville 10 MPH.
Item 1A, All Subdivisions, applies between Portland Jct. and Portland.
- Bridge and Equipment Weight Restrictions-**
Item 5d not permitted between MP 97.0 and Mayville.
Six axle locomotives not permitted.
- TWC Instructions-** Track Warrant Control in effect on this Sub-division.
- Rule 99-** When required to flag, distance will be 1.0 mile.
- Rule 105 Applies-** Track between Portland Jct. and Portland is industrial track maximum speed 10 MPH.
- Mayville-** Derail installed on main track at MP 97.9.
- Train Location Lineups-** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.
- Industrial Tracks and Other Tracks-**

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

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	31st Subdiv BRANCH LINE STATIONS	Rule 6	Distance from Lakota	EAST WARD ↑
		05359		0.0	LAKOTA	JTY	0.0	
		55812		12.0	BROCKET		12.4	
		55818		18.3	LAWTON		18.7	
		55827		27.0	EDMORE		27.2	
		55840	279	39.7	HAMPDEN	TWC	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. Deraill 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.

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	32nd Subdiv BRANCH LINE STATIONS	Rule 6	Distance from Devils Lake	EAST WARD ↑
		05383		0.0	DEVILS LAKE	BJTUY	0.0	
		55912		11.8	WEBSTER		12.1	
		55924	275	23.4	STARKWEATHER	TWC	24.0	
		55939		39.4	OLMSTEAD	U	39.7	
		55953		53.0	ROCK LAKE		53.2	
		55966		66.6	HANSBORO	T	66.0	

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

**1. 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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	33rd Subdiv BRANCH LINE STATIONS		Distance from Church- s Ferry	
					Rule 6			
		05402	267	0.0	CHURCHS FERRY	JTY	0.0	
	2,592	58015		15.3	15.4	CANDO		15.4
		58028		28.0	12.5	BISBEE	U TWC	27.9
		58035		35.0	7.3	PERTH		35.2
		58047		47.3	12.2	ROLLA		47.4

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	34th Subdiv BRANCH LINE STATIONS		Distance from Rugby	
					Rule 6			
		05441	269	0.0	RUGBY	JT	0.0	
		58213		12.5	12.8	BARTON		12.8
		58221		21.0	8.4	WILLOW CITY		21.2
		58238		37.9	16.9	BOTTINEAU	TWC	38.1
		58262		61.5	23.6	LANDA		61.7
		58267		67.0	5.5	WESTHOPE		67.2

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	35th Subdiv BRANCH LINE STATIONS				Distance from Towner
					Rule 6				
		05460	270	0.0	TOWNER		JT	0.0	
		58322		22.0	UPHAM		TWC	22.1	
		58335		34.8	NEWBURG			34.8	

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	36th 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.....	(33rd Subdiv.)	25 MPH.
Perth and Rolla	(33rd Subdiv.)	10 MPH.
Rugby and Bottineau	(34th Subdiv.)	30 MPH.
Bottineau-MP 37.7 and MP 39.0	(34th Subdiv.)	10 MPH.
MP 39.0 and Westhope	(34th Subdiv.)	25 MPH.
Towner and Newburg	(35th Subdiv.)	10 MPH.
Granville and Lorain	(36th Subdiv.)	10 MPH.

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

2. Bridge and Equipment Weight Restrictions-

On 33rd Subdivision-Item 5d not permitted between Perth and Rolla.

Six axle locomotives not permitted

On 34th Subdivision-Item 5d not permitted.

Six axle locomotives not permitted.

On 35th Subdivision-Item 5c and Item 5d not permitted.

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

On 36th Subdivision-Item 5d not permitted.

Item 5c not permitted between MP 47.5 and Lorain.

Six axle locomotives not permitted.

3. TWC Instructions- Track Warrant Control in effect on 33rd, 34th, 35th and 36th Subdivisions.

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

5. Rule 93-Yard Limits Yard limits between MP 0.0 and MP 1.0 between Churchs Ferry and Cando.

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

7. Railroad Crossings not indicated at Station-

Soo Line Crossing Bisbee..... (33rd Subdiv.)

Soo Line Crossing 7.4 miles west of Willow City (34th Subdiv.)

Soo Line Crossing 4.0 miles east of Newburg..... (35th Subdiv.)

8. Rule 105 Applies-

Track between MP 46.4 and MP 47.3 on 33rd Subdivision is industrial track. Derail placed on main track at MP 46.6.

Track between MP 66.8 and MP 67.7 on 34th Subdivision is industrial track. Derail placed on main track at MP 66.8.

Track between MP 53.4 and MP 54.0 on 36th Subdivision is industrial track. Derail placed on main track at MP 53.4.

9. 35th Subdivision-between Towner and Newburg (MP 0.0 and MP 34.8) and 36th Subdivision between Granville and Lorain - FRA excepted track - See All Subdivisions Item 6.

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
58007 Maza	7.1 west of Churchs Ferry	28	Both
58251 Souris	13.0 west of Bottineau	40	Both
58430 Forfar	5.2 west of Glenburn	13	East

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	37th Subdiv MAIN LINE STATIONS		Distance from South Moorh- ead
					Rule 6		
	5,966		288	41.3	SOUTH MOORHEAD	Y	0.0
				42.8	1.5		
		00675	220	21.4	MOORHEAD JCT.	IJXY	1.5
				0.9			
	2,855	00676	34	22.3	MOORHEAD	JY	2.4
				1.1			
		00678		23.4	FARGO PSGR STATION	Y ABS	3.5
				0.1			
		00679		0.9	FARGO YARD OFFICE	IJTY	3.6
				24.2			
				3.9	JY JCT.	IJY	7.4
				3.8			
		56111		12.4	PROSPER		14.9
				7.5			
		00707		22.8	VANCE	JT TWC	25.3
				10.4			
	3,546	00713		28.9	MASON		31.4
				6.1			
		00716		32.0	ERIE JCT.	J	34.4
				3.1			
		00724		40.9	NOLAN	J CTC	43.4

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

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

Train Dispatcher Calls-Wolverton-47, Nolan-23.

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

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, 10th Subdivision, to	
Eastward track Moorhead Jct.	10 MPH.
MP 21.4 Turnout 10th Subdivision,	
to Westward track Moorhead Jct.	10 MPH.
MP 0.9 turnout Fargo Yard Office	25 MPH.
Item 1(A), All Subdivisions, applies between MP 4.5, JY Jct. and MP	
22.8, 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 for the Dakota 13th and 14th Subdivisions.

Eastward NRPC trains will receive Track Warrants and Track Bulletins at Fargo passenger station for the Dakota 3rd, 10th and 37th subdivisions.

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 JY 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	38th 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	39th 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	40th 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	(38th Subdiv.)	25 MPH.
Erie Jct. and Clifford	(39th Subdiv.)	25 MPH.
Nolan and Warwick	(40th Subdiv.)	25 MPH.
Pickert-MP 48.2 and MP 48.4	(40th Subdiv.)	10 MPH.
Item 1A, All Subdivisions, applies on these subdivisions.		

2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted on 38th and 40th Subdivisions.
38th Subdivision-Six axle locomotives not permitted.
39th Subdivision-None

3. TWC Instructions- Track Warrant Control in effect on the 38th, 39th and 40th Subdivisions.

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

5. Rule 105 Applies-

39th Subdivision- Trackage between MP 74.5 and MP 75.9, Hunter is industrial track.
39th 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 40th 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	41st Subdiv BRANCH LINE STATIONS	Distance from Hannaford
				Rule 6	
	00757	281	26.4	HANNAFORD JY	0.0
	57406		32.5	6.1 SHEPARD	6.1
	57410		36.5	3.9 COOPERSTOWN	10.0
	57425		51.0	14.5 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	42nd Subdiv BRANCH LINE STATIONS		Distance from Mc-Kenzie	EASTWARD ↑	
					Rule 6				
		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	9.9	STRASBURG		54.5	
		57267		53.9	11.2	HAGUE		65.7	
					9.1				
		57270		44.4		ZEELAND		74.8	

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

- 1. Maximum Speeds Permitted-
Zone-Between** Freight
McKenzie and Zeeland 10 MPH.
Item 1A, All Subdivisions, applies.
- 2. Bridge 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 Sub-division.
- 4. Rule 99-** When required to flag, distance will be 1.0 mile.
- 5. McKenzie to Zeeland -** FRA excepted track - See All Subdivisions Item 6.
- 6. Between Linton and Zeeland-** Main track out of service between MP 74.0 and MP 44.4.
- 7. Railroad Crossings not Indicated at Station-**
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

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 #3- DIAL 1- then:

18th Subdivision between BENSON and HURON **DIAL 1**
 19th Subdivision between MORRIS and BROWNS VALLEY **DIAL 2**
 20th Subdivision between ABERDEEN LINE JCT. and ABERDEEN **DIAL 3**

DISTRICT #5- DIAL 3- then:

42TH Subdivision between MCKENZIE and ZEELAND **DIAL 2**

DISTRICT #6- DIAL 9- then:

40TH Subdivision between NOLAN and WARWICK **DIAL 1**
 41TH Subdivision between HANNAFORD and BINFORD **DIAL 1**

DISTRICT #13- DIAL 8- then:

14TH Subdivision between GRAND FORKS and MINOT **DIAL 6**
 21ST Subdivision between WARROAD and ST. HILAIRE **DIAL 1**
 22ND Subdivision between NORTH CROOKSTON JCT. and NOYES **DIAL 1**
 23RD Subdivision between REDLAND JCT. and FERTILE **DIAL 5**
 24TH Subdivision between ADA and CROOKSTON JCT. **DIAL 5**
 25TH Subdivision between MOORHEAD JCT. and M. N. JCT. **DIAL 5**
 26TH Subdivision between HONEYFORD and JOLIETTE **DIAL 4**
 27TH Subdivision between GRAND FORKS and NECHE **DIAL 4**
 28TH Subdivision between GRAFTON and WALHALLA **DIAL 4**
 29TH Subdivision between CONWAY and HANNAH **DIAL 4**
 30TH Subdivision between LARIMORE and MAYVILLE **DIAL 3**
 31ST Subdivision between LAKOTA and SARLES **DIAL 3**
 32ND Subdivision between DEVILS LAKE and HANSBORO **DIAL 3**
 33RD Subdivision between CHURCHS FERRY and ROLLA **DIAL 2**
 34TH Subdivision between RUGBY and WESTHOPE **DIAL 2**
 35TH Subdivision between TOWNER and NEWBURG **DIAL 2**
 36TH Subdivision between GRANVILLE and LORAIN **DIAL 2**

3. Dial (*) plus last digit dialed in **step 2**, (example (*5)), to listen to repeat of Lineup. Underscore each word as it is repeated.

4. Hang up telephone.

DAKOTA DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - OCTOBER, 1991

LINE/YARD SEGMENT	MILEPOST FROM	MILEPOST 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
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
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
N/A			Wages of yardmen & yard enginemen for switching at Cloquet, MN	J 0038
N/A			Wages of yardmen & yard enginemen for switching the former LST&T at Superior, WI	J 0039
N/A			Lunch breaks while working the LST&T Industries Superior, WI	J 0047
N/A			For expenses related to the Mina Corp Ottentail Valley Railroad shortline from St. Cloud, MN to Moorhead Jct, MN	J 8004
0022	195.00		M/O of interlocker & xing signals at Tintah	J 0161
0025	57.10		Cost to inspect spur track for Northern States Power Co. at Becker, MN - BN 2795	O85MN000001
0025	95.20		Maintenance of drainage system between SOO crossing of BN tracks & Mississippi River	J 0160
0025	210.10		M/O of interlocker at Detroit lakes	J 0401
0026	3.2		Track maintenance for Northern Grain Co. - BN 005681	O85DK000004
0027	91.50		M/O of M/L (SOO LINE) industry track, SOO LINE xing on 'Hole' track, & SOO switch at Aitkin, MN	J 0316
0027	101.90		Maintenance of Deerwood Yard tracks	J 0317
0028	9.40	12.60	M/O of M/L's, bridges & signals. The WB from the from the xover at Boylston through & including connection at M&J Jct. The EB from Saunders W lead T/O to SOO connection at M&J Jct. Includes all 3 M/L xovers but excludes T/O to Allouez line.	J 0360
0028	9.40	136.90	Certain dispatchers wages for control of the line from University Ave, Mpls to M&J Jct. in Superior, WI (vs SOO LINE)	J 0605
0028	9.40		M/O of exclusive switch & maintenance of connecting track to SOO LINE at M&J Jct (280 feet including 1 # 11 T/O) Saunders, WI	J 0363
0028	10.30		M/O of interlocker, T/O & 413.4 feet of track at MILW connection to DM&IR over SOO track	J 0358
0028	10.30		Maintenance & utilities of Saunders Tower & interlocker. Expenses are currently flat rated. Costs used for comparison only, Superior, WI	J 0221
0028	10.30		Repairs to radios at Saunders Tower	J 0222
0028	10.30		Operation of the Saunders Tower including wages of towerman T/R 522-106, Pos 001, 002 & 003	J 0356
0028	11.14	136.90	Dispatchers wages for control of line from Mpls Jct. to Saunders West Lead T/O in Superior, WI (vs CNW)	J 0607
0028	11.14	136.90	M/O of M/L passing & xover tracks, switches, bridges, signals, poles, wires & related apparatus from Saunders Yard W lead T/O on the EB M/L to Coon Creek	J 0231
0028	11.14	136.90	M/O of industry, siding & yard T/O's from the M/L & passing tracks, from Saunders Yard W lead T/O to Coon Creek	J 0234
0028	11.14	136.90	Maintenance of roadway buildings from Saunders Yard W lead T/O to Coon Creek	J 0238
0028	11.14	136.90	M/O of xing signals between Saunders Yard W lead T/O & Coon Creek. Currently flat rated versus the SOO and CNW	J 0239

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0028	71.90	M/O of station at Hinckley, MN	J 0244	0508	Mike's Yard	M/O of T/O's on East Lead to hold tracks. (Not including hold tracks).	J 0276
0028	136.90	M/O of CTC interlocker at Coon Creek, MN	J 0193				
0214	148.80 149.30	M/O of DM&IR connection at 26th Ave W, Bridge 148.1 under BN R/W at 32nd Ave W	J 0273	0510	17th St Yard	M/O of former (LST&T property) in Duluth, MN	J 0175
0214	150.00 151.00	M/O of M/L's, Dicks 1 & 2, bridges & signals from 21st Avenue to Garfield Avenue. Duluth, MN	J 0349	0510	17th St Yard	Lease credits for joint facility in Superior, WI (former LST&T) Apportioned on ownership	J 0177
0214	150.00 151.00	M/O of all switches including the Depot main switch. Duluth, MN	J 0313	0510	17th St Yard	M/O of all former (LST&T trackage) known as the cross tracks, joint with SOO LINE, Superior, WI	J 0181
0234	0.00 3.50	M/O of M/L's, interlocking & signals from LST&T Jct through & including the Grassy Point Bridge then the EB M/L to "No Name Creek". Includes leverman T/R 522106 Pos 102, 202 & oiler 404. Superior, WI	J 0256	0510	17th St Yard	Maintenance of all xings of the former (LST&T cross tracks) including 3 switches Donavans E & West leg of Wye (BN Connection) in Superior, WI	J 0182
0234	3.20	M/O of BN track xing near LST&T Jct. Superior, WI	J 0348	0511	28th St Yard	Operation of 28th St Yard office, includes expenses for yardmaster and T/R 522-101, Pos 001, 003, 005, 008, 010, 011; T/R 552-104, Pos 002; T/R 522-102, Pos 002, 016; T/R 552-214, Pos 101, 105, 117, 206, 208, 209, 304 in Superior, WI	J 0216
0237	16.00 20.00	Maintenance of track & bridges from Calumet to Holman Jct	J 0011				
0237	16.00 19.80	M/O of AB signals between Calumet & Holman Jct	J 0116	0513	Saunders Yard	M/O of T/O, lead & yard track, 871.5 feet long for CNW transfer to DM&IR connection, Superior, WI	J 0237
0237	19.80 24.50	M/O of AB signals between Holman Jct & Coleraine (including DM&IR trackage)	J 0017	2004	602.20	Inspect track & switch at Big Stone City, SD - Ottotail Power Co - WO 087606	O85MN000002
0237	19.80 24.50	M/O of AB signals between Holman Jct & Coleraine (including DM&IR trackage)	J 0017	2108	11.80 19.40	Dispatcher's wages for control of line. Boylston, WI	J 0607
0237	24.40 24.80	Maintenance of 2,442 feet of tracks including T/O at Coleraine	J 0015	2108	11.80 19.40	M/O of M/L, passing & xover tracks switches, bridges, signals, poles, wires & related apparatus. Boylston, WI	J 0231
0238	115.80 119.50	Maintenance of track, T/O and 4th Ave OH Bridge, between Emmert Jct & Scranton Mine in Hibbing	J 0018	2108	11.80 19.40	M/O of industry, siding & yard T/O's from the M/L & Passing tracks. Boylston, WI	J 0234
0238	115.80 119.50	M/O of AB signals & xing signals & related apparatus between Emmert Jct & Scranton Mine in Hibbing	J 0020	2108	11.80 19.40	Maintenance of roadway buildings	J 0238
0238	120.50	M/O of T/O (Hull-Rust Yard connection) near St. Louis Ave Bridge in Hibbing	J 0019	2208	11.80 19.40	M/O of xing signals. Currently flat rated versus the SOO & CNW.	J 0239
0257	.00 6.60	Scale track tests for Hibbing Taconite Company, Hibbing, MN	O87WI000001	0003	427.75	M/O of Northtown control & microwave circuitry from Northtown to Hoffman Ave Interlocker	J 0208
0260	.00 4.20	Scale track tests for National Steel & Pellet Company, near Keewatin, MN	O87WI000002	0003	427.75 430.00	M/O of main line tracks, crossover & switches from 3rd St to SOO LINE Jct near Jackson St in St. Paul	J 0210
0501	Bridge Yard	Unusual & extraordinary maintenance on the 2 party & industry commerce tracks	J 0323	0003	427.75 430.00	M/O of AB signals between 3rd St & signal 2.8 just west of SOO LINE Jct in St. Paul	J 0215
0501	Bridge Yard	Unusual & extraordinary maintenance on the 3 party & commerce tracks in Duluth	J 0324	0003	429.00 430.00	M/O of industry & yard switches leading from Mississippi St & SOO LINE Jct including Switch # 10 near 3rd St in St. Paul	J 0211
0503	Birch St Yard	M/O of the E Leg of the Wye including the switch at Commerce St. Duluth, MN	J 0349	0003	429.10 429.70	M/O of Track # 1 from Hoffman Ave to Division St including xover and switch to Track # 1 at Hoffman Ave	J 0206
0503	Boston Yard	M/O of track T/O at Garfield Ave to the SOO connection near 600 Garfield. Includes the S leg of the wye to Commerce St. Duluth, MN	J 0314	0003	429.10 430.00	M/O of Division St interlocking in St. Paul	J 0207
0505	Birch St Yard	M/O of M/L's, Dicks 1 & 2, bridges & signals from the DM&IR Coal Dock cross tracks near 32nd Ave W to 21st Ave W. Duluth, MN	J 0349	0003	429.10	Certain dispatcher's wages for control of the Hoffman Interlocker in TC Terminal, MN	J 0604
0505	Boston Yard	M/O of DM&IR T/O's on E/B M/L near Hallett 5 & 6, Duluth, MN	J 0278	0003	429.70	M/O of industry T/O at Division St in St. Paul	J 0205
0505	Boston Yard	M/O of M/L's, connection tracks and signals from "No Name Creek" to the DM&IR Coal Dock cross tracks near 32nd Avenue W. Includes all "No Name Creek" T/O's and bridge work. Duluth, MN	J 0366	0003	429.70 430.00	M/O of Track # 1 and W/B M/L from in Division St to 3rd St including xover & switches to W/B M/L at Division St	J 0204 MO
0505	Boston Yard	M/O of T/O's for Western Iron & Metal. Duluth, MN	J 0305	0022	.05	M/O of signal units at 7th St in St. Paul	J 2111
0505	Boston Yard	M/O of T/O's for old NP freight house and for the sewage plant. Duluth, MN	J 0307	0022	1.00 1.50	M/O of signal units at Westminster	J 0066
0505	Boston Yard	M/O of WB M/L T/O's to DM&IR transfer track near Centre St & 33rd Ave W. Duluth, MN	J 0277	0022	1.20 7.00	M/O of exclusive T/O's to C&NW yards between Westminster St & St. Anthony	J 0063
0505	Boston Yard	M/O of DM&IR transfer track from Centre St to 33rd Ave W. Duluth, MN	J 0343	0022	1.40 7.00	M/O of M/L trks, xovers & switches from Westminster St to St. Anthony	J 0061
0508	Mike's Yard	M/O of tracks, connecting tracks & signals from switch at 63rd Ave W to 400' east of Clyde Ave (former DT trackage). Duluth, MN	J 0233	0022	1.40 7.00	M/O of industry & yard T/O's from M/L between Westminster to St. Anthony	J 0064
0508	Mike's Yard	M/O of tracks, connecting tracks & signals from 63rd Ave W through and including the East Lead to "No Name Creek" excluding the T/O side of the East Lead sws & the sws for Lake Superior Paper, Duluth, MN	J 0365	0022	1.40 7.00	Costs associated with piloting Minnesota Commercial trains while on BN trackage	J 0202
				0022	1.40 7.00	Dispatchers wages for control of the "short line" TC Terminal, Mn (vs CNW)	J 0600
				0022	1.40 7.00	Dispatchers wages for control of the "short line" TC Terminal, MN (vs SOO LINE)	J 0601
				0022	1.50 1.80	M/O of signal units at Mississippi St	J 0071
				0022	1.80 7.00	M/O of AB signals from Mississippi St to St. Anthony	J 0072
				0022	2.90	Maintenance of Bridge 2.9 at Western Ave	J 0090
				0022	3.00	Maintenance of Bridge 3.0 at Como Ave	J 0074

DAKOTA DIVISION

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0022	4.90	Maintenance of Bridge 4.9 at Hamline Ave	J 0085	0216	9.56 11.34	M/O xing signals from Minneapolis Jct to University. Costs are currently flat rated against the CNW	J 0188
0022	6.90	Maintenance of Bridge 6.9 at Raymond Ave	J 0091	0216	9.60 11.37	M/O of industry switches on M/L tracks between Minneapolis Jct & Lowery Ave	J 0086
0022	7.00	M/O Minnesota Transfer xing at St. Anthony	J 0061	0216	9.60 11.57	Maintenance of bridges from Minneapolis Jct to Lowery Ave	J 0083
0022	7.00	M/O of signal units at St. Anthony	J 0068	0216	11.34 11.70	M&O xing signals from Minneapolis Jct to University. Costs are currently flat rated against the CNW and SOO	J 0189
0022	10.80 11.70	M/O of M/L AB signals & related apparatus between Minneapolis Jct to 1st St N in Minneapolis	J 0073	0216	11.34 11.70	M/O of M/L, passing tracks, xovers, etc., bridges & communications	J 0197
0022	10.80 12.28	M/O of exclusive T/O's to CNW yards between 1st N & Washington Ave in Minneapolis	J 0063	0216	11.34 11.70	M/O of industry, siding & yard T/O's from the M/L	J 0198
0022	11.40 12.28	M/O of M/L tracks, xovers & switches between Westminster St in St. Paul & Washington Ave in Minneapolis	J 0061	0216	11.34 11.70	Handling miscellaneous material where use is undetermined	J 0199
0025	.00 2.30	M/O of M/L tracks, xovers, switches from 3rd St to SOO LINE Jct near Jackson St in St. Paul	J 0210	0217	9.30 11.40	Dispatchers wages for control of the "short line" TC Terminal, MN (vs CNW)	J 0600
0025	.00 2.30	M/O of industry & yard switches leading from M/L tracks between Mississippi St. and SOO LINE Jct including Switch #10 near 3rd St	J 0211	0217	9.30 11.40	Dispatchers wages for control of the "short line" TC Terminal, MN (vs SOO LINE)	J 0601
0025	0.00 2.30	Certain dispatchers wages for control of the M/L from SOO LINE Jct to TC Terminal, MN	J 0603	0217	9.50 10.80	M/O of M/L AB signals, xing signals & related apparatus from Minneapolis Jct to 1st St N	J 0073
0025	.00 2.80	M/O of AB signals and related apparatus between 3rd St and Signal 2.8 just west of SOO LINE Jct in St. Paul	J 0215	0217	9.60 10.30	Maintenance of bridges from Minneapolis Jct to 3rd St NE	J 0083
0025	.60 1.90	M/O of the Mississippi St signal units in St. Paul from 7th St to Mississippi St	J 0214	0217	9.60 10.80	M/O of M/L tracks & xovers from Minneapolis Jct. to 1st St N	J 0061
0025	7.90 12.50	Costs associated with piloting Minnesota Commercial trains while on BN trackage	J 0202	0217	9.60 11.49	M/O of industry or yard T/O's from Minneapolis Jct to 1st St N	J 0064
0025	2.30	M/O of SOO LINE Jct Switch #24 in St. Paul from 7th St to Mississippi St	J 0213	0217	9.60 11.49	Dispatchers wages for control of M/L from Minneapolis Jct to Shoreham in TC Terminal, MN	J 0602
0025	11.20 11.37	M/O of xover & connecting track to SOO LINE at Shoreham Yard	J 0087	0217	10.40	Maintenance of bridge A 0.9 at 2nd St NE	J 0085
0025	11.70 21.00	M/O of xing signs from University to Coon Creek, MN. Expense is currently flat rated. Actual costs used for comparison only.	J 0187	0217	10.40 10.60	Maintenance of bridges from 2nd St NE to Nicollet Ave	J 0084
0025	11.70 21.00	M/O of M/L, passing tracks, xovers, CTC, bridges & communications	J 0190	0217	10.60 10.80	Maintenance of bridge A 1.2 at Nicollet Ave	J 0085
0025	11.70 21.00	M/O of industry, sidings & yard T/O's from the M/L	J 0191	0217	10.60 10.80	Maintenance of bridges from Nicollet Ave to 1st St N	J 0084
0025	11.70 21.00	Handling miscellaneous material where use is undetermined	J 0192	0217	11.03	M/O of C&NW connection T/O	J 0063
0025	21.10	M/O of the interlocker at Coon Creek	J 0193	0218	0.00 12.80	Costs associated with piloting Minnesota Commercial trains while on BN trackage	J 0202
0202	1.50	M/O Penn Ave Interlocker in Minneapolis	J 0100	0218	2.74	Maintenance of diamond xing & interlocker at Roseville, MN	J 0403
0214	9.80 16.00	Costs associated with piloting Minnesota Commercial trains while on BN trackage	J 0202	0467		North town M/O Northtown control & microwave circuitry from Northtown to Hoffman Ave Interlocker	J 0208
0216	7.00 9.50	M/O of M/L tracks, xovers & switches from St. Anthony to Minneapolis Jct	J 0061	0531		Mpls Jct Yard Maintenance of turntable at Minneapolis Jct, Minneapolis, MN	J 0095
0216	7.00 9.50	M/O of industry & yard T/O's from the M/L between St. Anthony & Minneapolis Jct	J 0064	0531		Mpls Jct Yard Gas, electric, waste & sewer at the Minneapolis Jct roundhouse, Minneapolis, MN	J 0249
0216	7.00 9.50	M/O of M/L AB signals, xing signals & related apparatus from St. Anthony to Minneapolis Jct	J 0073	0534		Union Yard M/O of Hill Track 4 & connecting switches, Minneapolis, MN	J 0092
0216	7.00 9.60	Dispatchers wages for control of the "short line" TC Terminal, MN (vs CNW)	J 0600	0534		Union Yard M/O of C&NW connection tracks & switches from 11th Ave SE to C&NW yard, Minneapolis, MN	J 0063
0216	7.00 9.60	Dispatchers wages for control of the "short line" TC Terminal, MN (vs SOO Line)	J 0601	0534		Union Yard Maintenance of switch and track for Pillsbury Co. Elevator "A", Minneapolis, MN	O89LA000113
0216	7.00 11.70	Costs associated with piloting Minnesota Commercial trains while on BN trackage	J 0202	0540		Midway Yard M/O of the M&M interchange tracks & switches. Also, Minnesota Transfer xing T/O, St. Paul, MN	J 0061
0216	8.00 11.30	M/O of exclusive T/O's to C&NW yards between Westminster St & 1st St N	J 0063	0546		Dytn Bluffs Yard Maintenance of Ramp-master auto facility at Dayton's Bluff Yard, St. Paul, MN	O87MN000026
0216	8.80	Maintenance of Bridge 8.8 at 15th Ave SE	J 0093	0547		Swater Yard Costs associated with piloting Minnesota Commercial trains while on BN trackage	J 0202
0216	8.80	Cleaning of switches for University of Minnesota	O86MN000008				
0216	9.20	Maintenance of Bridge 9.2 at 10th & Como	J 0085				
0216	9.50	Maintenance of Bridge 9.5 at Hennepin Ave	J 0083				
0216	9.56 11.34	M/O of M/L, passing tracks, xovers, etc., bridges & communications	J 0087				
0216	9.56 11.34	M/O of industry, siding & yard T/O's from the M/L	J 0194				
0216	9.56 11.34	Handling miscellaneous material where use is undetermined	J 0195				

TRAIN DISPATCHERS PHONE NUMBERS

Company	Chief Dispatcher	Commercial numbers
8-782-3400	R. R. Roby,	(612) 782-3400
8-782-3430	D. D. Loonan, D. A. Dickinson, J.H. Gannon, N.L. Pettigrew	(612) 782-3430
8-782-3432	Asst. Chief North	(612) 782-3432
8-782-3433	Asst. Chief Central	(612) 782-3433
8-782-3431	Asst. Chief South	(612) 782-3431
8-782-3436	Coal Chief	(612) 782-3436
	District 1 Dispatcher	
8-782-3401	Hump Dispatcher-West 1st, 2nd, 3rd, 9th, 15th Subdivisions	(612) 782-3401
	District 2 Dispatcher	
8-782-3402	3rd Subdivision	(612) 782-3402
	District 3 Dispatcher	
8-782-3403	9th, 12th, 18th 19th,20th Subdivisions	(612) 782-3403
	District 5 Dispatcher	
8-782-3405	11th, 42nd Subdivisions	(612) 782-3405
	District 6 Dispatcher	
8-782-3406	10th, 37th, 38th, 39th, 40th, 41st Subdivisions	(612) 782-3406
	District 7 Dispatcher	
8-782-3407	10th Subdivision	(612) 782-3407
	Distict 8 Dispatcher	
8-782-3408	4th, 7th, 16th Subdivisions	(612) 782-3408
	District 9 Dispatcher	
8-782-3409	5th,6th,17th Subdivisions	(612) 782-3409
	District 10 Dispatcher	
8-782-3410	Hump Dispatcher-West 1st, 2nd Subdivisions	(612) 782-3410
	District 13 Dispatcher	
8-782-3413	8th, 13th, 14th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th	(612) 782-3413

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
548	Watertown Yard
549	Sioux City (ex-Milw)
550	Waite Park Industrial Park
551	St. Cloud Yards
552	Willmar
553	Staples
554	Sioux Falls Yard
555	Sioux City Yard
556	Sioux City Terminal Co.
559	Pipestone
2011	Mitchell Yard
2012	Sioux City Yard (East Yard)
2013	Aberdeen Yard
519	Cloquet
523	Brainerd Shop
525	Brainerd Yard
527	Cass Lake

NOTE: Mile Posts between Bristol and Andover are numbered as follows:

MP 676 MP 676 C
MP 676 A MP 676 D
MP 676 B MP 677 etc.

For Line Segment ONLY, the following in effect:

MP 676 A equals 677
MP 676 B equals 678
MP 676 C equals 679
MP 676 D equals 680

(Break point here at MP 676.5 or .5 mile west of MP 676 D.)

NORTHTOWN TERMINAL LINE SEGMENTS

Line Segment	Minneapolis	Limits
467	Northtown Yard	Mississippi Street-University Avenue
530	Grove Yard	Northtown Jct.-27th Avenue N.E.
531	Minneapolis Jct.	University Avenue-Main Street N.E.-
	Yard	14th Avenue S.E.
533	Lyndale Yard	3rd Avenue South-1st Street North-Highway 100
534	Union Yard	14th Avenue S.E.-Raymond Avenue
535	East Minneapolis	University Avenue-Talmage Avenue
	Yard	
	St. Paul	
540	Midway Yard	Raymond Avenue-Lexington Avenue
542	Dale Street Shop	Lexington Avenue-Como Avenue
	Yard	
546	Daytons Bluff Yard	Oakland Tower-Mississippi Street,
		Maryland Street, Gloster
547	Stillwater (Minnesota) Yard	Stillwater

DULUTH-SUPERIOR TERMINAL LINE SEGMENTS

Line Segment	Duluth	Limits
214	Double Track	Garfield Ave.-DWP Jct.
235	Riverside Jct.	72nd Avenue West-Riverside Jct.
500	5th Avenue Yard	East 5th Avenue-5th Avenue West
501	Bridge Yard	5th Avenue West-Garfield Avenue
502	Commerce Tracks	5th Avenue West-15th Avenue West
503	Birch Street Yard	Garfield Avenue-Minnesota Draw
504	Rice's Point Yard	Garfield Avenue-Minnesota Draw
506	Boston Yard	39th - 48th Avenue West
508	Mikes Yard	Main Street-72nd Avenue West
	Superior	
509	Belknap Yard	Winter Street-28th Street
510	17th Street Yard	Elevator Station-28th Street
511	28th Street Yard	28th Street-Central Avenue
512	Central Avenue Yard	Central Avenue-28th Street
513	Saunders Yard	Saunders Tower-Yard Board
514	East End Yard	15th Avenue East-31st Avenue East
516	Allouez Ore Yard	Bardon Avenue-CNW Crossing-Docks #2 and #4
517	Allouez Tac Yard	Bardon Avenue-CNW Crossing Dock #1
518	Hill Avenue Yard	31st Avenue East-Central Avenue

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
23	Amenia-Vance	62.1 to 64.2
227	Portage Jct.-Midland Jct. Winnipeg	
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	JYJct.-West Fargo	0.0 to 2.7
232	North Crookston Jct.-Noyes Line	82.4 to 83.5
249	Highway 2-Calspur	90.2 to 98.5
274	Portland-Portland Jct.	27.6 to 32.5
218	East Minneapolis-M&D Jct.	0.0 to 12.8
214	M&D Jct to Hugo	9.8 to 16.0
27	Central Ave. Superior	9.1 to 5.6
28	Central Avenue-Elevator Stations	9.0 to 3.1
32	Glyndon - Ada	18.2 to 46.7
203	St. Cloud to Cold Spring	0.0 to 17.0
204	St. Cloud to Collegeville	75.3 to 85.0
207	Little Falls-Camp Ripley Jct.	105.3 to 113.4
219	Mora-Brook Park	47.2 to 58.3
229	Emmert Jct.-Virginia	56.5 to 82.1
233	Central Ave-Allouez	67.9 to 62.7
234	Berwind Jct.-LST&T Jct.	0.0 to 3.5
235	West Duluth - New Duluth	0.0 to 3.5
238	Kelly Lake-Emmert Jct.	116.43 to 122.80
257	Hibbing Taconite Line	0.0 to 6.6
260	National Taconite	0.0 to 4.2
261	Butler Taconite Spur	0.0 to 2.5
505	Rices Point-Berwind Jct.	1.6 to 1.3

BALLAST PITS

Line Segment	Limits
578	Appleton
579	Granite Falls
581	St. Cloud
586	Ortonville
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)	IQD	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS DOUBLE STACK
BD	BOX 40' NONINSULATED BELT RAIL EQUIPPED FOR CROSS BARS	ITD	FLAT COFC 1 PLATFORM DOUBLE STACK
BDC	BOX 40' NONINSULATED WITH MOVEABLE BULKHEADS	ID2	FLAT COFC ARTICULATED 2 PLATFORMS DOUBLE STACK
E	BOX 50' NONINSULATED BELT RAIL EQUIPPED FOR CROSS BARS	ID3	FLAT COFC ARTICULATED 3 PLATFORMS DOUBLE STACK
BEC	BOX 50' NONINSULATED WITH MOVEABLE BULKHEADS	ID4	FLAT COFC ARTICULATED 4 PLATFORMS DOUBLE STACK
BF	BOX 60' AND OVER NONINSULATED BELT RAIL EQPD FOR CROSS BARS	15D	FLAT COFC ARTICULATED 5 PLATFORMS DOUBLE STACK
BFC	BOX 60' AND OVER NONINSULATED WITH MOVEABLE BULKHEADS	16D	FLAT COFC ARTICULATED 6 PLATFORMS DOUBLE STACK
BG	BOX 40' SINGLE PLUG DOOR W/GRAIN ACCESS/GENERAL PURPOSE	17D	FLAT COFC ARTICULATED 7 PLATFORMS DOUBLE STACK
BS	BOX SPECIAL (SPECIFIC SERVICE OR SPECIAL DESIGN)	18D	FLAT COFC ARTICULATED 8 PLATFORMS DOUBLE STACK
C2	HOPPER, COVERED LESS THAN 2200 CU CAP-50 TO 70 TON	19D	FLAT COFC ARTICULATED 9 PLATFORMS DOUBLE STACK
C4	HOPPER, COVERED 2200 TO 3899 CU CAP 70 TON	10C	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS SINGLE STACK
C5	HOPPER, COVERED TO 3900 CU CAP OVER 175,000 LB CAP	12T	FLAT TOFC ARTICULATED 2 PLATFORMS
C6	HOPPER, COVERED OVER 3900 CU CAP OVER 175,000 LB CAP	13T	FLAT TOFC ARTICULATED 3 PLATFORMS
C6E	HOPPER, COVERED JUMBO WITH 'E' GRADE COUPLER	14T	FLAT TOFC ARTICULATED 4 PLATFORMS
C6L	HOPPER, COVERED JUMBO LEASED	15T	FLAT TOFC ARTICULATED 5 PLATFORMS
C9	HOPPER, COVERED UNIQUE DESIGN/SPEC SERV OVER 5000 CU CAP TO 190,000 LB CAP	16T	FLAT TOFC ARTICULATED 6 PLATFORMS
C9M	HOPPER, COVERED EQUIPPED MECHANICAL REFRIGERATOR	17T	FLAT TOFC ARTICULATED 7 PLATFORMS
CA	HOPPER, AIRSLIDE LESS THAN 3000 CU CAP	18T	FLAT TOFC ARTICULATED 8 PLATFORMS
CB	HOPPER, AIRSLIDE OVER 3000 CU CAP	19T	FLAT TOFC ARTICULATED 9 PLATFORMS
CR	COKE RACK	10U	FLAT TOFC/COFC DUAL PURPOSE 10 OR MORE PLATFORMS
F2	FLAT BI-LEVEL STANDARD	12U	FLAT TOFC/COFC DUAL PURPOSE 2 PLATFORMS
F3	FLAT TRI-LEVEL	13U	FLAT TOFC/COFC DUAL PURPOSE 3 PLATFORMS
F3V	FLAT STAC-PAC, VERT-A-PAC, MULTI-LEVEL	14U	FLAT TOFC/COFC DUAL PURPOSE 4 PLATFORMS
F4	FLAT LESS THAN 50'	15U	FLAT TOFC/COFC DUAL PURPOSE 5 PLATFORMS
F5	FLAT 50' AND LESS THAN 59'	16U	FLAT TOFC/COFC DUAL PURPOSE 6 PLATFORMS
F6	FLAT 59' AND LESS THAN 80'	17U	FLAT TOFC/COFC DUAL PURPOSE 7 PLATFORMS
F8	FLAT 80' AND OVER	18U	FLAT TOFC/COFC DUAL PURPOSE 8 PLATFORMS
F9	FLAT ARTICULATED	19U	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	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

MA3 AIR DUMP 30'
 MA4 AIR DUMP 40'
 MA5 AIR DUMP 50'
 MBA BOX, AIR REPEATER (BNH CAR SERIES)
 MBB BOX, BULK, 8 MAN, CONVERTED
 MBC BOX, COAL
 MBD BOX, DINER, CONVERTED
 MBF BOX, FOREMAN, CONVERTED
 MBG BOX, GROCER, COMMISSARY
 MBI BOX, ICE CARS, INSULATED
 MBK BOX, KITCHEN CONVERTED
 MBL BOX, LUBRICATOR, RAIL
 MBM BOX, MAIL, COMPANY
 MBO BOX, OUTFIT, TOOL
 MBR BOX, MINI-TRAIN TRANSPORT
 MBS BOX, SHOWER, CONVERTED
 MBV BOX, VEGETATION CONTROL, CHEMICALS, SUPPLIES
 MB1 BOX, 40' UNEQUIPPED, GENERAL SERVICE
 MB2 BOX, 50' UNEQUIPPED, GENERAL SERVICE
 MB3 BOX, 40' EQUIPPED, GENERAL SERVICE
 MB4 BOX, 50' EQUIPPED, GENERAL SERVICE
 MB5 BOX, SAND SERVICE
 MB6 BOX, CRANES, DERRICKS AND WRECKER SERVICE
 MC1 CRANE, 25 TON
 MC2 CRANE, 30 TON
 MC3 CRANE, 40 TON
 MC4 CRANE, 50 TON
 MC5 CRANE, 55 TON
 MC6 CRANE, 100 TON
 MCT FLAT, CONCRETE TIE
 MDD DOZER, PLOW
 MD1 DERRICK, 150 TON
 MD2 DERRICK, 160 TON
 MD3 DERRICK, 200 TON
 MD4 DERRICK, 250 TON
 MFA FLAT, AUTO LOADER
 MFB FLAT, BOOM CAR
 MFC FLAT, CATERPILLAR TRACTORS
 MFD FLAT, DITCHER EQUIPMENT
 MFE FLAT, EXCAVATOR EQUIPMENT
 MFF FLAT, DEPRESSSED WELL
 MFG FLAT, GENERATOR TRANSPORT, DIESEL ENGINE
 MFH FLAT, LOCOMOTIVE TRUCKS
 MFI FLAT, IDLER
 MFK FLAT, KITCHEN, UNIVAN
 MFL FLAT, DINER, UNIVAN
 MFM FLAT, BOLTED RAIL SERVICE
 MFO FLAT, OUTFIT, TOOL
 MFP FLAT, PANEL, RAIL
 MFR FLAT, RAIL, WELDED
 MFS FLAT, LONG RAIL ONLY, ENGINEERING
 MFT FLAT, TIE, BULKHEAD
 MFU FLAT, WHEELS, DIESEL ENGINE
 MFV FLAT, WHEELS, FREIGHT CARS
 MFW FLAT, WHEELS, PASSENGER CARS
 MFY FLAT, UNIVAN, 2 MAN
 MFZ FLAT, UNIVAN, 4 MAN
 MFZ FLAT, UNIVAN, 6 MAN

CODE DESCRIPTION

MF1 FLAT, UNIVAN, 7 MAN
 MF2 FLAT, UNIVAN, 8 MAN
 MF3 FLAT, UNIVAN, 10 MAN
 MF4 FLAT, 40' GENERAL SERVICE
 MF5 FLAT, 50' GENERAL SERVICE
 MF6 FLAT, 60' GENERAL SERVICE
 MF7 FLAT, 70' GENERAL SERVICE
 MF8 FLAT, 80' GENERAL SERVICE
 MF9 FLAT, 90' GENERAL SERVICE
 MGP GONDOLA, PANEL, RAIL OR TRACK
 MGS GONDOLA, SCALE TEST CARS
 MGT GONDOLA, TIE SERVICE
 MGW GONDOLA, WEDGE PLOW
 MG1 GONDOLA, WHEELS, SECOND HAND, ALL EQUIPMENT
 MG4 GONDOLA, 40' GENERAL SERVICE
 MG5 GONDOLA, 50' GENERAL SERVICE
 MG6 GONDOLA, 60' GENERAL SERVICE
 MG7 GONDOLA, 70' GENERAL SERVICE
 MCA HOPPER, COVERED, SAND, BOTTOM DROP, AIR PRESSURE
 MCC HOPPER, COVERED, SAND, CENTER BOTTOM DROP, GRAVITY UNLOAD
 MHS HOPPER, OPEN, BALLAST, HART SELECTIVES
 MJS JORDAN SPREADER, WITHOUT DITCHER
 MJ1 JORDAN SPREADER, WITH DITCHER
 MLL LOCOMOTIVE, MOW
 MLP PLOW, ROTARY
 MPA PASSENGER, BUSINESS CARS (BNA CAR SERIES)
 MPB PASSENGER, BUNK, 10 MAN, CONVERTED
 MPC PASSENGER, COMBINATION KITCHEN, DINER AND BUNK
 MPD PASSENGER, DINER, CONVERTED
 MPG PASSENGER, GROCERY, COMMISSARY
 MPK PASSENGER, KITCHEN, CONVERTED
 MPL PASSENGER, BUFFET, CONVERTED
 MPO PASSENGER, OUTFIT
 MPS PASSENGER, STORAGE CARS
 MPT PASSENGER, TOOL CARS
 MP1 PASSENGER, DETECTOR CARS, MAGNETIC
 MP2 PASSENGER, DETECTOR CARS, ULTRA-SONIC
 MP3 PASSENGER, TRACK GEOMETRY CARS
 MP4 PASSENGER, AIR BRAKE INSTRUCTION CARS
 MP9 PILE DRIVERS
 MRP PLOW, RUSSELL
 MSB SHOULDER BALLAST CLEANER
 MSS SCALE TEST CARS
 MTA TANK, FIRE CARS
 MTC TANK, CREOSOTE
 MTD TANK, DIESEL FUEL AND LUBE OIL
 MTG TANK, GASOLINE ONLY
 MTJ TANK, JOURNAL OIL
 MTV TANK, VEGETATION CONTROL CHEMICALS
 MTW TANK, WATER SERVICE
 MT1 TANK, CLEANER CHEMICALS
 MT2 TANK, DIRTY OR DRAIN OIL, WASTE DIESEL FUEL AND FURNACE OIL
 MT3 TANK, USED MINERAL SPIRITS
 MT4 TANK, WATER TREATMENT CHEMICALS
 MT5 TANK, MISCELLANEOUS SERVICE
 MUC CABOOSE CONVERSION, 4 MAN LIVING CAR

Dr. Thomas V. Mears Ft. Worth, Texas
 Dr. Hi. E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS (Dakota Division)

* Family Health Center	Aberdeen	Dr. C. O. Haugen	Larimore
Dr. Arlin Myrmoe	Aberdeen	Quain & Ramstad	Mandan
Dr. David Wachs	Aberdeen	Dr. P. M. O'Campo, Jr.	Mandan
Dr. Dave Akkerman	Aberdeen	Dr. Paul Martin	Marshall
* Alexandria Clinic	Alexandria	Dr. J. F. Wacker	Mendota
* Bemidji Clinic	Bemidji	Dr. D. F. Prince	Minden
* Benson Medical Center	Benson	Dr. Azam Ansari	Minneapolis
* Lake Region Clinic	Brainerd	* Parkside Family Physicians	Minneapolis
* Dr. K. J. Brecker-MeritCare Clinic	Breckenridge	* Milaca Medical Clinic	Milaca
* Dr. N. R. Kippen-MeritCare Clinic	Breckenridge	Dr. Thomas McNiff	Milaca
Dr. G. E. Larson	Cambridge	Milbank Medical Center	Milbank
Dr. Phil Hoversten	Columbia Heights	Dr. Azam Ansari	Minneapolis
* Comprehensive Medical Center	Coon Rapids	* Parkside Family Physicians	Minneapolis
* Northwestern Clinic	Crookston	* Medical Arts Clinic	Minot
* Crosby Medical Clinic	Crosby	* Dr. Michael Haley	Mitchell, S. D.
Dr. Mary Nordlum	Crosby	Dr. L. M. Linde-Mobridge Clinic	Mobridge
Dr. D. C. Kana	Detroit Lakes	Dr. John A. Gjevre (MeritCare Clinic)	Moorhead
Dr. Brad Ressler	Detroit Lakes	Dr. Craig Kuhlmann	Moorhead
Dr. Steven Fisher	Custer, SD	Morris Medical Center	Morris
Dr. Larry Balzer	Custer, SD	Dr. Salmon	New Rockford
Merit Care Clinic	Detroit Lakes	Dr. Robert H. Delano	Northwood
* Dakota Clinic	Detroit Lakes	Dr. Robert Ross	Ortonville
* Lake Region Clinic	Devils Lake	Dr. Jack Guy	Paynesville
* Duluth Clinic West	Duluth	Dr. Martin F. Faber	Princeton
Dr. R. F. Hirt	Edina	Dr. R. H. Herseth	Roseau
Dr. E. R. Mendoza	Fargo	* Johnson Clinic	Rugby
Dr. Mark Moore	Fargo	* Central Minnesota Surgeons	St. Cloud
* MeritCare Clinic	Fargo	Dr. Vernon E. Neils	St. Cloud
* MeritCare Clinic SW Branch	Fargo	* Surgical Consultants	St. Cloud
Dr. Craig Kuhlman	Fargo	Central Internal Medicine Associates	St. Paul
Dr. Barbara Sipson	Fargo	St. Paul Surgeons	St. Paul
Dr. Daniel L. Lembcke	Fergus Falls	* Dr. J. E. Brown	St. Paul
Fosston Clinic	Fosston	* Drs. Wm. Rupp/J. LaFave	St. Paul
Dr. Robert Hart	Fridley	* Sauk Centre Clinic	Sauk Centre
Dr. M. W. Scheffo	Grafton	* Lakewood Clinic	Staples
Dr. W. P. Teevens	Grafton	Dr. Randy Peterson	Staples
* Grand Forks Family Practice Cntr/William Mann	Grand Forks	St. Croix Valley Clinic	Stillwater
* Valley Medical Association	Grand Forks	* Superior Clinic	Superior
Grand Rapids Medical Associates	Grand Rapids	* Mariner Medical Clinic	Superior
Dr. K. R. Carter	Granite Falls	Dr. Peter Johnson (Falls Clinic)	Thief River Falls
* Adams Clinic	Hibbing	Dr. Neil A. MacDonald	Valley City
Dr. Donald Breen	Hillsboro	* Community Clinic	Wabasha
Dr. F. H. Walter	International Falls	Wadena Medical Center	Wadena
Dr. Curtis Nyhus	Jamestown	* Drs. Dan/Evelyn Aguila	Wahpeton
* Dakota Clinic	Jamestown	MeritCare Clinic (Beithon)	Wahpeton
* Cavalier County Clinic	Langdon	Dr. G. Robert Bartron	Watertown
Dr. E. A. Goodliffe	Langdon	Dr. Michael T. Anderson	Willmar
Peter Marsh	Langdon	Dr. Charles M. Burns	Winnipeg
		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.

Dakota Division Quality Policy

**The Dakota Division is
committed to the quality process
and the performance of defect free work.**

QQQ

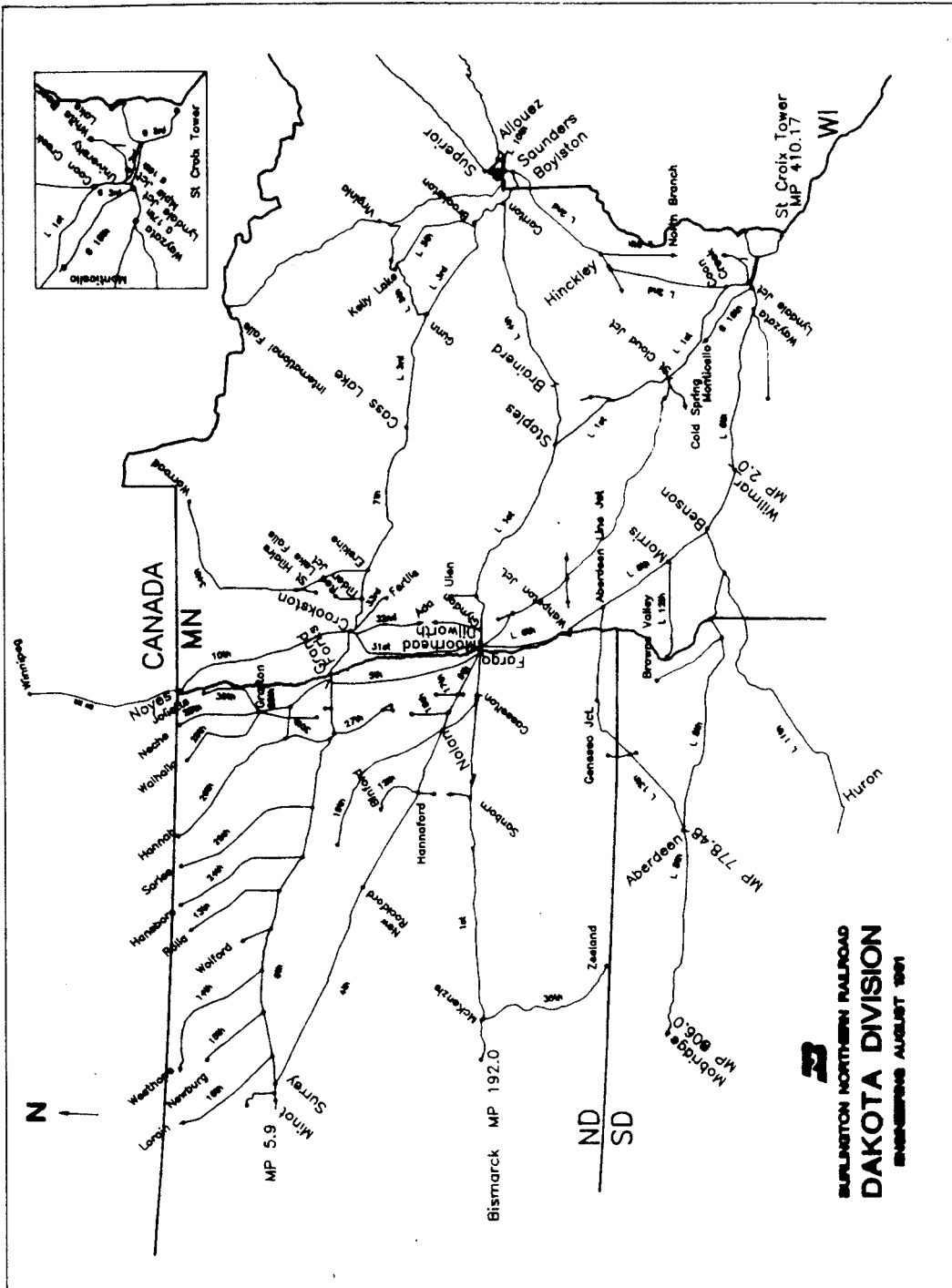
**We will fully understand
the requirements of our jobs and
conform to those requirements at all times.**

QQQ

**We will provide consistent,
on-time transportation services
that will exceed our customers expectations.**



*"Where Safety and Service
are a Tradition"*



BURLINGTON NORTHERN RAILROAD
DAKOTA DIVISION
 REVISIONS AUGUST 1961

PRINCIPLES OF SAFETY

***We are committed to providing a safe work environment for all employees.**

***We believe that the safe performance of the job is always more important than the job itself.**

***We will provide the training, tools and resources required to ensure a safe and clean workplace.**

***Employees are empowered and required to discontinue an activity that involves the use of unsafe practices or tools.**

**ALL EMPLOYEES HAVE THE RIGHT, RESPONSIBILITY AND REQUIREMENT
TO WORK SAFELY**

THE DAKOTA DIVISION IS COMMITTED TO THESE PRINCIPLES.

**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		1008 NRPC Daily
	STATION		
	DAKOTA DIVISION 1st SUBDIVISION		
		ST. CROIX 13.6	
	HOFFMAN AVENUE		

NRPC TRAINS OPERATE OVER SOO LINE AND MINN
COMMERCIAL BETWEEN HOFFMAN AVE. AND ST. ANTHONY

DAKOTA DIVISION 2nd SUBDIVISION

0020	ST. ANTHONY	0625
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DAKOTA DIVISION 3rd SUBDIVISION

	COON CREEK 52.9	
s0140	ST. CLOUD 65.5	s0450
s0244	STAPLES 62.2	s0340
s0341	DETROIT LAKES 44.2	s0240
	DILWORTH	

DAKOTA DIVISION 10th SUBDIVISION

	DILWORTH 2.6	
	MOORHEAD JCT.	

DAKOTA DIVISION 37th SUBDIVISION

	MOORHEAD JCT. 2.0	
s0441 0446	FARGO PSGR STATION 0.1	0140 s0135
	FARGO YARD OFFICE	

DAKOTA DIVISION 13th SUBDIVISION

	FARGO YARD OFFICE 74.6	
s0601 0606	WEST GRAND FORKS	0014 s0009

DAKOTA DIVISION 14th SUBDIVISION

0729	DEVILS LAKE 57.1	s2249
s0832	RUGBY 53.9	s2140
	SURREY	

DAKOTA DIVISION 10th SUBDIVISION

	SURREY 7.6	
s0939 0954	MINOT	2030 s2015

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).