



Fargo Division

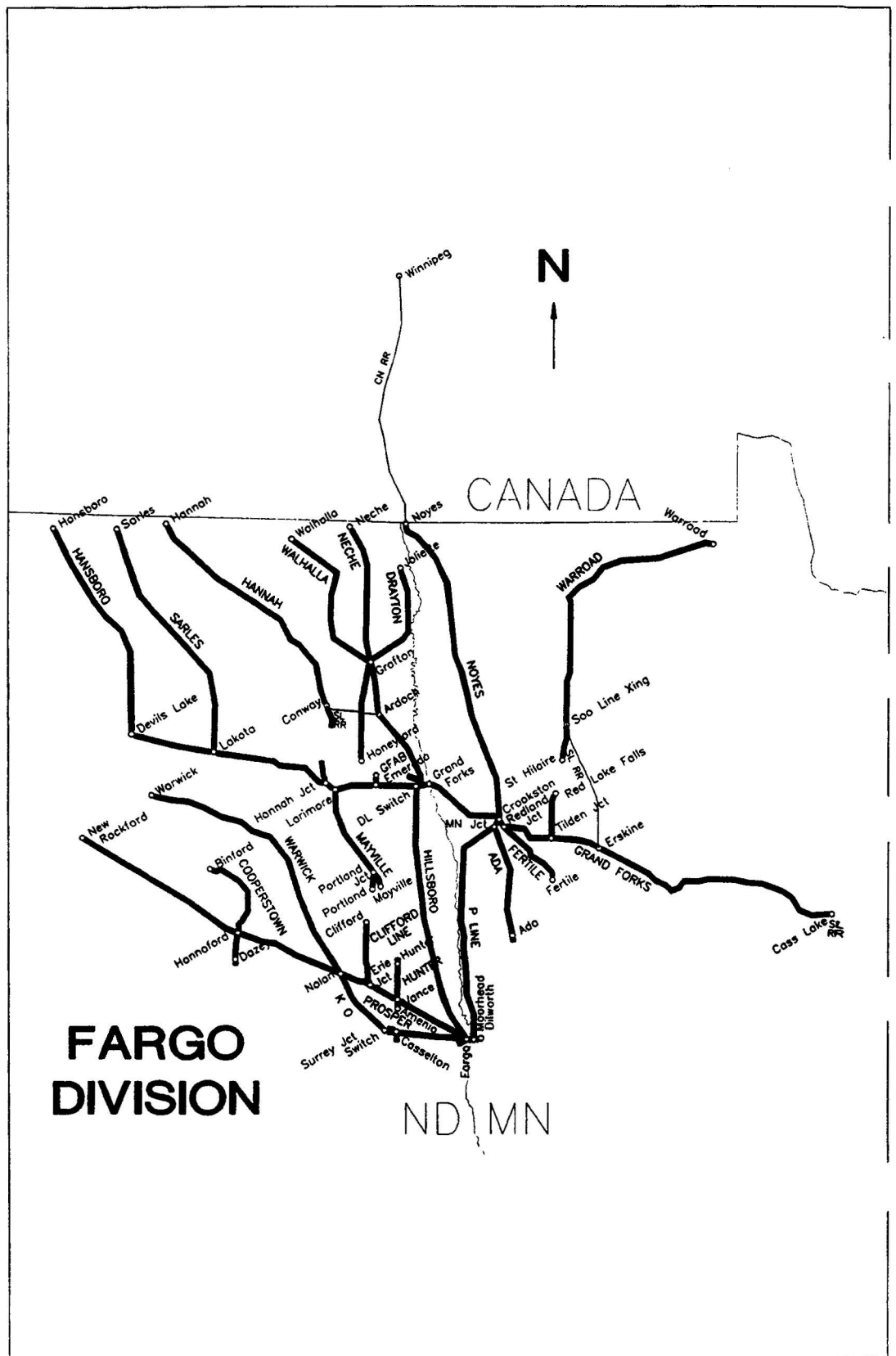
Timetable No. 1

**IN EFFECT AT 0001
Central Continental Time**

Sunday April 10, 1994

**Division Superintendent
R.E. MACKENROTH
Fargo, ND
280-7222**

See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers



WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	K O Subdiv MAIN LINE STATIONS		Distance from East Dil- worth	EAST WARD
						Rule 4.3 Oper			
			25	250.2	DT	EAST DILWORTH IYX 4.1	TWC ABS	0.0	
	00673	26	0.0	DILWORTH BKT X(2)Y		4.1			
			3.2						
	00675		5.8	MOORHEAD JCTJX(2)Y		6.7			
	00679		8.6	2.8 FARGO JX(2)Y	9.5				
	00683	12.9	2MT	4.3 WEST FARGO JX(2)Y	13.8				
	00690	20.2		7.3 MAPLETON	21.1				
	00698	28.4		7.6 CASSELTON JX	28.7				
		31.3		3.2 SURREY JCT SWITCH JX	31.9				
9,371	00709	24	3.3		7.6 ABSARAKA 13.5	CTC	39.5		
		24.3							
9,490	00724	34	40.9		NOLAN J		53.0		
7,733	00736		52.8		12.1 PILLSBURY		65.1		
9,145	00744		60.2	7.4 LIVERNE	72.5				
9,613	00757		73.0	12.7 HANNAFORD J	85.2				
9,686	00770		86.4	13.4 SUTTON	98.6				
9,630	00784		99.9	13.6 JUANITA	112.2				
8,797	00796		112.7	12.8 BRANTFORD	125.0				
11,516	00808		124.3	11.6 NEW ROCKFORD JT	136.6				

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

BN Radio Channel No. 2 in service between MP 0.0 to MP 16.4,
Dilworth and Mapleton.

Train Dispatcher Call-In: Surrey Jct. Switch-53, Nolan-23,
Hannaford-06, Juanita-16, New Rockford-20

Train Dispatchers Telephone Numbers-8-782-3406

1. Maximum Speeds Permitted-	Passenger	Freight
East Dilworth to New Rockford	75 MPH.	60 MPH.
MP 250.2 to MP 3.1	75 MPH.	
MP 250.2 to MP 3.1 Trains over 100 tons/OB		40 MPH.
MP 3.1 to MP 9.1	40 MPH.	35 MPH.
MP 9.1 Headend speed restriction for westward trains.		
MP 5.7 turnout to Prosper Subdivision, from west bound main track Moorhead Jct	10 MPH.	10 MPH.
MP 6.1 turnout to Prosper Subdivision, from east bound main track Moorhead Jct		10 MPH.
MP 27.0 to MP 28.0 - head end restriction		40 MPH.
Through turnouts at:		
MP 5.6 crossover	10 MPH.	10 MPH.
MP 250.2 crossover		35 MPH.
MP 6.2 crossover		35 MPH.
MP 12.8 turnout to Prosper 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
New Rockford:**

Between Absaraka and Pillsbury

MP 23.8 to MP 41.2	55 MPH.
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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	siding 35 MPH.	35 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

East Dilworth to New Rockford 143 tons

Hannaford to Dazey 134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives not permitted on the following tracks:

Between **Hannaford** and **Dazey**.

Only one locomotive unit permitted between Hannaford and Dazey.

3. Type of Operation—

TWC—in effect between:

MP 250.2 and MP 12.7

CTC—in effect between:

MP 12.7 and MP 124.3

4. General Code of Operating Rules Items—

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

Rule 6.13 Yard Limits— in effect:

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

MP 250.2, East Dilworth to MP 12.7 on the westward track to MP 12.9 on the eastward track of West Fargo

Rule 6.28—

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

Rule 10.2— Following switches not equipped with electric locks:

Mapleton MP 20.1, 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.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures:

Luverne (WWD) MP 55.9

Hannaford (EWD) MP 68.6 (DED Only)

B. Other FED locations:**Between Dilworth and Surrey Jct Switch**

Dalrymple MP 25.3 Both tracks

Between Surrey Jct Switch and New Rockford

Ayr MP 20.1

Luverne (EWD) MP 55.9

Hannaford (WWD) MP 68.6 (DED Only)

Sutton MP 83.7

Brantford MP 110.5

6. FRA Excepted Track--NONE**7. Special Conditions--****Dilworth Terminal--****(A) Defined Terminal--**Shall be all yard tracks and main tracks between:

KO Sub-- Eastbound Main from MP 12.9 (West Fargo) to MP 250.2 at East Dilworth.
Westbound Main from MP 12.7 (West Fargo) to MP 250.2 at East Dilworth.

Hillsboro Sub-- From MP 27.9 West of Dakota Jct to MP 24.2 at Fargo Yard office on Dakota Main.

Prosper Sub-- From MP 38.5 East of South Moorhead to MP 3.9 JY Jct. Also includes JY connecting track and the Dakota connecting track.

P-Line Sub-- From Moorhead to Moorhead Jct to MP 2.6 East of Kragnes.

(B) Track Movements and Occupancy--**(1) Yardmaster Permission:****Trains and Switch Engines:**

All movements, occupancy or fouling of Main tracks within the defined limits of the Dilworth Terminal must receive permission from the yardmaster at Dilworth.

All other employees:

When necessary to occupy or foul Main track(s) employee in charge must obtain permission and route from yardmaster.

When requesting Main track permission, give your name location, engine number, type of work equipment and specify track or tracks to be used. When permission is granted to employee in charge the instructions must be repeated to the yardmaster who will make a 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 permission has been issued to employee in charge of maintenance employees and or work equipment, the yardmaster must not permit a train or engine into the same territory unless permission is granted by the employee in charge.

Yardmaster permission does not dispense with the use of track flags as required by Maintenance of Way Rules 5.4.3 and 5.4.7, for impassable track or to provide protection for on-track or off-track equipment fouling main track(s) .

(2) Control Operator Authority:

Dilworth control must be advised of the route and/or type of work which has been permitted by the yardmaster on Main track(s).

All locations governed by absolute signals are under the Dilworth Control Operators authorization. All forms of on-track equipment approaching an unfavorable absolute signal must communicate with the control operator for further instructions.

EXCEPTION: ABS absolute signal at Dakota Jct and South Moorhead contact Dilworth Operator.

(C) Radio—

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

- Yard Channel— 36
- Road Channel #1—66
- Road Channel #2—70

All switch engines, trians and MOW movements within the Dilworth Terminal are under the direction of the Dilworth yardmaster.

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

All other movements or work other than Main track will utilize Yard Channel 36.

(D) Train Inspection:

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

(E) Connecting Tracks:

Between West Fargo MP 12.8 on KO Subdivision and JY Jct MP 4.9 on Prosper Subdivision, JY Connecting is considered signaled industrial track, maximum speed 25 MPH.

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

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

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

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

New Rockford—Locomotive cooling water available.

New Rockford East end of south siding switch leading to RRVW, must be lined and locked for the RRVW.

Casselton—BN trains setting out or picking up cars at Casselton must obtain permission from the RRVW dispatcher at Breckenridge before entering the RRVW 2nd or 5th Subdivision main track at Casselton.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Yard
560	Dilworth
561	Fargo

Other Road Line Segments—

Line Segment	Limits	Mileposts
291	JY—West Fargo	0.0 to 2.7

9. Locations not Shown as Stations—

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

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Hillsboro Subdiv MAIN LINE STATIONS			Distance from Fargo Yard Office	EAST WARD
					Trk	Rule 4.3 Oper			
		00679		0.0					
				24.2		FARGO YARD OFFICE JTY	ABS	0.0	
				25.9		1.7 DAKOTA JCT JY		1.7	
	6,455	10053		31.9		6.0 HARWOOD		7.7	
	3,500	10066		44.4		12.4 GARDNER		20.1	
	6,462	10072		50.6		6.3 GRANDIN		26.4	
	7,367	10084		62.3		11.9 HILLSBORO		38.3	
		10088	220	65.9		3.6 TAFT	TWC	41.9	
		10092		70.1		4.2 CUMMINGS	ABS	46.1	
	6,460	10098		76.1		6.0 BUXTON		52.1	
	3,971	10103		81.1		4.9 REYNOLDS		57.0	
	5,618	10110		88.2		7.2 THOMPSON		64.2	
				97.7		10.6 FO SWITCH LJT		74.8	
				98.0		0.3 WEST GRAND FORKS Y	ABS	75.1	
				98.2		0.2 DL SWITCH LJT		75.3	

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

Train Dispatchers Telephone Numbers—8-782-3413

1. Maximum Speeds Permitted—	Passenger	Freight
Dakota Jct to F.O. Switch	79 MPH.	50 MPH.
Fargo Yard Office and Dakota Jct.: MP 24.2 to MP 24.3	25 MPH.	25 MPH.
MP 24.3 to MP 26.1	50 MPH.	30 MPH.
F.O. Switch and D.L. Switch	10 MPH.	10 MPH.
All trains over 100 tons/OB		45 MPH.
Sidings except Thompson, Grandin and Buxton		10 MPH.
Hillsboro—On old Beet track		5 MPH.
Thompson—Elevator track over scale		5 MPH.

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

- Bridge and Equipment Weight Restrictions—**
Maximum Gross Weight of Car:
 Fargo Yard Office to DL Switch 143 tons
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.
 Six axle locomotives not permitted on following tracks:
 Hillsboro—Beet Track, Taft—Elevator track.
- Type of Operation—**
TWC Instructions—Track Warrant Control in effect between:
 MP 27.9, Dakota Jct. to MP 97.5. F.O. Switch.
Rule 6.13 Yard Limits— in effect:
 MP 97.5 to MP 98.2 Thompson and West Grand Forks.
 MP 27.9 to MP 24.2 Harwood and Fargo Yard Office.

4. General Code of Operating Rules Items—

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

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

Harwood (EWD) MP 34.0 (DED Only)

Grandin MP 52.7

Buxton MP 79.0

Maryfield (WWD) MP 92.5 (DED Only)

6. FRA Excepted Track— NONE**7. Special Conditions—**

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

Hillsboro siding located between MP 60.0 to MP 61.7.

Speed test boards—Engineers shall test speed of their trains at following locations:

Westward trains between MP 34 to MP 35.

Eastward trains between MP 91 to MP 90.

Hillsboro/Taft— Electric gate has been placed at American Crystal Sugar. Control box is located on the south side of the track. Gate equipped with BN switch lock.

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

Fargo Yard Office —Dakota Jct— Dilworth Terminal—

(A) Defined Terminal—Shall be all yard tracks and main tracks between:

KO Sub— Eastbound Main from MP 12.9 (West Fargo) to MP 250.2 at East Dilworth.

Westbound Main from MP 12.7 (West Fargo) to MP 250.2 at East Dilworth.

Hillsboro Sub— From MP 27.9 West of Dakota Jct to MP 24.2 at Fargo Yard office on Dakota Main.

Prosper Sub— From MP 38.5 East of South Moorhead to MP 3.9 JY Jct. Also includes JY connecting track and the Dakota connecting track.

P-Line Sub— From Moorhead to Moorhead Jct to MP 2.6 East of Kragnes.

(B) Track Movements and Occupancy—

(1) Yardmaster Permission:

Trains and Switch Engines:

All movements, occupancy or fouling of Main tracks within the defined limits of the Dilworth Terminal must receive permission from the yardmaster at Dilworth.

All other employees:

When necessary to occupy or foul Main track(s) employee in charge must obtain permission and route from yardmaster.

When requesting Main track permission, give your name location, engine number, type of work equipment and specify track or tracks to be used. When permission is granted to employee in charge the instructions must be repeated to the yardmaster who will make a 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 permission has been issued to employee in charge of maintenance employees and or work equipment, the yardmaster must not permit a train or engine into the same territory unless permission is granted by the employee in charge.

Yardmaster permission does not dispense with the use of track flags as required by Maintenance of Way Rules 5.4.3 and 5.4.7, for impassable track or to provide protection for on-track or off-track equipment fouling main track(s) .

(2) Control Operator Authority:

Dilworth control must be advised of the route and/or type of work which has been permitted by the yardmaster on Main track(s). All locations governed by absolute signals are under the Dilworth Control Operators authorization. All forms of on-track equipment approaching an unfavorable absolute signal must communicate with the control operator for further instructions.
EXCEPTION: ABS absolute signal at Dakota Jct and South Moorhead contact Dilworth Operator.

(C) Radio—

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

Yard Channel— 36
Road Channel #1—66
Road Channel #2—70

All switch engines, trians and MOW movements within the Dilworth Terminal are under the direction of the Dilworth yardmaster.

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

All other movements or work other than Main track will utilize Yard Channel 36.

(D) Train Inspection:

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

(E) Connecting Tracks:

Between West Fargo MP 12.8 on KO Subdivision and JY Jct MP 4.9 on Prosper Subdivision, JY Connecting is considered signaled industrial track, maximum speed 25 MPH.

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

8. Other Line Segments—

Yard Line Segments—NONE

Other Road Line Segments—

Line Segment	Limits	Mileposts
291	Fargo—Dakota Jct	4.2 to 5.6

9. Locations not Shown as Stations—

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

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Grand Forks Subdiv MAIN LINE STATIONS		Distance from Cass Lake	EAST WARD
					Trk	Rule 4.3 Oper		
		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		57.7		7.3 EBRO	47.7	
	3,688	05224	31	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 J	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	105.6	TWC
		05270		82.3		1.3 CROOKSTON	106.9	
				83.9		1.6 NORTH CROOKSTON JT	108.5	
			32			JCT		
	7,710	05280		93.1		9.2 FISHER	117.7	
		05291		103.0		9.9 SIMPLOT Y	127.6	
		05293		105.0		2.0 EAST GRAND FORKS Y	129.6	
		05295		109.9		4.9 GRAND FORKS BJKTY	134.5	
				110.2		3 G F SWITCH IJTY	134.8	ABS
			220	98.2		1.0 D L SWITCH IJTY	135.8	
				0.4				
	7,581	05310		12.3		11.9 EMERADO	147.7	
		05316		18.3		6.1 ARVILLA	153.8	TWC
		05322		23.7		5.4 MAYVILLE JCT	159.2	ABS
	9,288	05323		24.3		0.6 LARIMORE J	159.9	
		05325		26.7		2.3 HANNAH JCT	162.1	
		05336		38.3		11.6 NIAGARA	173.7	
		05343		44.5		6.3 PETERSBURG	180.0	
	8,883	05348		50.3		5.8 MICHIGAN	185.8	
	8,908	05359	33	60.7		10.4 LAKOTA JT	196.2	
		05368		69.6		8.9 DOYON	205.1	
		05373		74.5		4.8 CRARY	209.9	
		05383		85.3		10.8 DEVILS LAKE BJTX	220.7	

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—96,
Bemidji—72, Tilden Jct.—75, Larimore—31, Lakota—18, and Devils Lake—19.

Train Dispatchers Telephone Numbers—

Grand Forks East—8-782-3409

Grand Forks West—8-782-3413

1. Maximum Speeds Permitted—	Passenger	Freight
Cass Lake to Grand Forks		49 MPH.
D.L. Switch to Devils Lake	79 MPH.	50 MPH.
Sidings		10 MPH.
Trains over 100 tons/OB		45 MPH.
MP 92 to MP 93 at Fisher		40 MPH.
Bridge 93.2, Fisher, cars heavier than 134 tons		10 MPH.
Between Fisher and Redland Jct MP 84.0 to MP 1.0		30 MPH.
Head end restriction, Bemidji Between MP 89.5 to MP 91.6 ..		35 MPH.
MP 103.0, Simplot to MP 105.0, East Grand Forks		25 MPH.
MP 103.0 East Grand Forks MN. head end restriction for eastward trains. MP 105.0, East Grand Forks to 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.
D.L. Switch to Surrey	79 MPH.	50 MPH.
Emerado Air Base Spur		10 MPH.
Trains handling missiles		5 MPH.
MP 18.8 to MP 19.1	70 MPH.	
MP 22.0 to MP 22.3	75 MPH.	
MP 23.7 to MP 27.1	65 MPH.	
MP 27.1 to MP 69.0	70 MPH.	
MP 69.0 to MP 76.0	65 MPH.	
MP 76.0 to MP 84.4	70 MPH.	
MP 84.4 to MP 85.8	30 MPH.	30 MPH.
Item 1A All Subdivisions Applies		

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Cass Lake to Devils Lake 143 tons

Tilden Jct to Red Lake Falls 134 tons

Hannah Jct to Inkster 134 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Devils Lake—Industry and Wye tracks except Harvest States elevator track MP 87.7.

Porter Brother spur— Gate installed, close clearance at this location.

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.

Tilden Jct.—Runaround restricted to one locomotive.

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

3. Type of Operation—

TWC Instructions—

Track Warrant Control in effect between:

MP 103.0, Cass Lake to MP 85.3, Devils Lake.

Devils Lake—Westward NRPC trains, engineer or conductor will copy own track warrants by radio.

Rule 6.13 Yard Limits— in effect:

MP 105.0, East Grand Forks to D. L. Switch.

MP 103.0, Rosby to Cass Lake.

MP 89 to MP 84.3 Devils Lake.

MP 0.7 to MP 98.2 Emerado to D.L. Switch.

4. General Code of Operating Rules Items—

Rule 6.19— When flagging is required, distance will be as follows:

DL switch to Devils Lake 2.5 miles.

Grand Forks to Cass Lake 1.5 miles.

Rule 104 (BX5)—Does not apply unless directed by train dispatcher.

Rule 6.28 Applies—

Track between Tilden Jct. and Red Lake Falls is industrial track. Derail placed at MP 59.0.

Track between Hannah Jct MP0.0 and Conway MP 23.0 is industrial track maximum speed 10 MPH.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

Mentor MP 22.7 (DED Only)

Fosston MP 47.7 (DED Only)

Wilton MP 88.0 (DED Only)

Emerado (EWD) MP 2.2 (DED Only)

Niagara (EWD) MP 39.6 (DED Only)

Petersburg (WWD) MP 43.7 (DED Only)

Devils Lake (WWD) MP 84.7 (DED Only)

6. FRA Excepted Track— NONE**7. Special Conditions—**

Sidings— Loaded coal trains not permitted.

Grand Forks and Devils Lake—Freight trains over 100 tons OB must not use siding except Lakota and Larimore.

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

Lakota—Do not exceed 4 MPH. overscale on south elevator track at Cargill elevator.

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.

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

Speed Test Boards—Engineers must test speed of their trains at following locations:

Eastward and Westward trains between MP 5.0 to MP 6.0 between DL Switch and Emerado

Eastward and Westward trains between MP 79.0 to MP 78.0 between Crary and Devils Lake

Eastward and Westward trains between MP 97 to MP 96 between Simplot and Fisher.

Eastward and Westward trains between MP 98 to MP 97 between Cass Lake and Rosby.

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.

Grand Forks— Train Inspection:

Roll-by inspection required of departing trains at speed not exceeding 10 MPH. In the absence of inspection being provided by other employees. Crew on departing train will arrange for their own inspection.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
520	Bemidji
521	Grand Forks
522	Crookston
526	Grand Forks WFE
527	Cass Lake

Other Road Line Segments—

Line Segment	Limits	Mileposts
243	Tilden Jct—Red Lake Falls	
232	North Crookston Jct—Noyes Line	82.4 to 83.5

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
05169 Potlatch Spur	3.0 east of Rosby		Both
05173 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
05520 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
05301 Powell	2.5 west of D L Switch	7	East
05311 Emerado Air Base Spur	0.5 west of Emerado	125	East
Forest River Bean Plant Spur	5.3 west of Hannah Jct	9	East
55706 McCanna	6.0 west of Hannah Jct	35	Both
55713 Orr	12.5 west of Hannah Jct	28	Both
55717 Inkster	16.8 west of Hannah Jct	40	Both
05378 Keith	5.6 west of Crary	6	East

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Prosper Subdiv MAIN LINE STATIONS		Distance from South Moor- head	EAST WARD
					Trk	Rule 4.3 Oper		
	5,966		288	41.3	SOUTH MOORHEAD	Y	0.0	
				42.8	1.5			
		00675	220	21.4	MOORHEAD JCT	IJXY	1.5	
	2,855	00676		22.3	MOORHEAD	JY	2.4	
		00678		23.4	FARGO PSGR STATION	Y	3.5	
				0.9	0.1			
		00679		24.2	FARGO YARD OFFICE	JTY	3.6	
				3.9	JY JCT	IJY	7.4	
		56111	34	12.4	PROSPER		14.9	
		00707		22.8	VANCE	JT	25.3	
	3,546	00713		28.9	MASON		31.4	
		00716		32.0	ERIE JCT	J	34.4	
		00724		40.8	WARWICK JCT	J	43.4	
		00724		41.0	NOLAN	J	43.5	

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

Train Dispatcher Calls—Wolverton—41, Nolan—23.

Train Dispatchers Telephone Numbers—8-782-3406

1. Maximum Speeds Permitted

South Moorhead to Nolan	49 MPH.
Mason—siding	10 MPH.
MP 41.1 to MP 42.3	40 MPH.
MP 42.3 5.4 miles west of South Moorhead to MP 5.4 West of JY Jct	25 MPH.
MP 3.9, JY Jct. to 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, KO Subdivision, to Eastward track Moorhead Jct ...	10 MPH.
MP 21.4 Turnout KO Subdivision, to Westward track Moorhead Jct	10 MPH.
MP 3.9 turnout JY Jct	25 MPH.
MP 0.9 turnout Fargo Yard Office	25 MPH.

Item 1(A), All Subdivisions, applies between MP 4.5, JY Jct. to MP 22.8, Vance.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

South Moorhead to Nolan 143 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

3. Type of Operation—

TWC Instructions—Track Warrant Control in effect between MP 3.9 JY Jct to MP 40.9, Nolan.

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

Rule 6.13 Yard limits in effect:

MP 38.5 east of South Moorhead to MP 3.9 JY Jct.

4. General Code of Operating Rules Items--

Rule 6.19-- When flagging is required, distances will be 2.0 miles.

Rule 6.28 Applies--

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.

5. Trackside Failed Equipment Detectors (FED)--

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track-- NONE**7. Special Conditions--****Moorhead Jct, Moorhead, Fargo Yard Office and JY Jct, Dilworth Terminal--**

(A) Defined Terminal--Shall be all yard tracks and main tracks between:

KO Sub-- Eastbound Main from MP 12.9 (West Fargo) to MP 250.2 at East Dilworth.

Westbound Main from MP 12.7 (West Fargo) to MP 250.2 at East Dilworth.

Hillsboro Sub-- From MP 27.9 West of Dakota Jct to MP 24.2 at Fargo Yard office on Dakota Main.

Prosper Sub-- From MP 38.5 East of South Moorhead to MP 3.9 JY Jct. Also includes JY connecting track and the Dakota connecting track.

P-Line Sub-- From Moorhead to Moorhead Jct to MP 2.6 East of Kragnes.

(B) Track Movements and Occupancy--

(1) Yardmaster Permission:

Trains and Switch Engines:

All movements, occupancy or fouling of Main tracks within the defined limits of the Dilworth Terminal must receive permission from the yardmaster at Dilworth.

All other employees:

When necessary to occupy or foul Main track(s) employee in charge must obtain permission and route from yardmaster.

When requesting Main track permission, give your name location, engine number, type of work equipment and specify track or tracks to be used. When permission is granted to employee in charge the instructions must be repeated to the yardmaster who will make a 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 permission has been issued to employee in charge of maintenance employees and or work equipment, the yardmaster must not permit a train or engine into the same territory unless permission is granted by the employee in charge.

Yardmaster permission does not dispense with the use of track flags as required by Maintenance of Way Rules 5.4.3 and 5.4.7, for impassable track or to provide protection for on-track or off-track equipment fouling main track(s).

(2) Control Operator Authority:

Dilworth control must be advised of the route and/or type of work which has been permitted by the yardmaster on Main track(s).

All locations governed by absolute signals are under the Dilworth Control Operators authorization. All forms of on-track equipment approaching an unfavorable absolute signal must communicate with the control operator for further instructions.

EXCEPTION: ABS absolute signal at Dakota Jct and South Moorhead contact Dilworth Operator.

(C) Radio—

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

Yard Channel— 36

Road Channel #1—66

Road Channel #2—70

All switch engines, trians and MOW movements within the Dilworth Terminal are under the direction of the Dilworth yardmaster.

When working, approaching or traveling on main tracks all employees will utilize

Road Channel 2 (70)

All other movements or work other than Main track will utilize Yard Channel 36.

(D) Train Inspection:

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

(E) Connecting Tracks:

Between West Fargo MP 12.8 on KO Subdivision and JY Jct MP 4.9 on Prosper Subdivision, JY Connecting is considered signaled industrial track, maximum speed 25 MPH.

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

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

Westward trains, between MP 10.7 to MP 11.7, between JY Jct and Nolan.

Mason— Derails placed on west end of siding.

8. Other Line Segments—

Yard Line Segments—NONE

Other Road Line Segments—

Line Segment	Limits	Mileposts
23	Amenia—Vance	62.1 to 64.2

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
00705 Amenias Spur	2.1 east of Vance	106	Both

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Hunter Subdiv BRANCH LINE STATIONS		Distance from Vance	EASTWARD ↑
					Trk	Rule 4.3 Oper		
		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. 2 in service on this Subdivision.

Train Dispatcher Calls—Vance—23

Train Dispatchers Telephone Numbers—8-782-3406

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Clifford Line Subdiv BRANCH LINE STATIONS		Distance from Erie Jct.	EASTWARD ↑
					Trk	Rule 4.3 Oper		
		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	

Train Dispatchers Telephone Numbers—8-782-3406

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Warwick Subdiv BRANCH LINE STATIONS		Distance from Nolan	EASTWARD ↑
					Trk	Rule 4.3 Oper		
		00724	24	24.3		WARWICK JCT 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. 2 in service on this Subdivision.

Train Dispatcher Calls—Nolan—23, Aneta—14, Warwick—16

Train Dispatchers Telephone Numbers—8-782-3406

1. Maximum Speeds Permitted—**Freight**

Vance to Hunter	25 MPH.
Erie Jct. to Clifford	25 MPH.
Warwick Jct to Warwick	25 MPH.
Pickert to MP 48.2 to MP 48.4	10 MPH.
Item 1A, All Subdivisions, applies on these subdivisions.	

See Item 1 of the System Special Instructions for additional speed restrictions.
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2. Bridge and Equipment Weight Restrictions—**Maximum Gross Weight of Car:**

Vance to Hunter	134 tons
Erie Jct to Clifford	134 tons
Warwick Jct to Warwick	134 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.	

Hunter Subdivision—Six axle locomotives not permitted.

3. Type of Operation—

TWC Instructions— Track Warrant Control in effect on the Hunter, Clifford and Warwick Subdivisions.

4. General Code of Operating Rules Items—

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

Rule 6.28 Applies—

Hunter Subdivision— Trackage between MP 74.5 to MP 75.9, Hunter is industrial track.

Clifford Line Subdivision— Trackage between MP 17.0 to MP 18.0 Clifford is industrial track.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track— NONE**7. Special Conditions—**

Finley— Oil Spur east of highway will be used when engines left unattended.

Train Location Lineups— Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained on Warwick Subdivision.

8. Other Line Segments—NONE**9. Locations not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
57073 Hamar	6.3 west of Toina	31	Both

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Cooperstown Subdiv BRANCH LINE STATIONS			Distance from Hanna- ford	EAST WARD
					Trk	Rule 4.3 Oper			
		00757	281	26.4		HANNAFORD JY		0.0	
		57406		32.5		SHEPARD	TWC	6.1	
		57410		36.5		COOPERSTOWN		10.0	
		57425		51.0		BINFORD		24.5	

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

Train Dispatcher Calls: Hannaford-06.

Train Dispatchers Telephone Numbers-8-782-3406

1. Maximum Speeds Permitted – Freight
Hannaford to Binford 10 MPH.

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

2. Bridge and Equipment Weight Restrictions–

Maximum Gross Weight of Car:

Hannaford to Binford 131.5 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives not permitted.

Entire Subdivision restricted to one locomotive.

3. Type of Operation–

TWC Instructions– Track Warrant Control in effect between:

MP 27.0, Hannaford to MP 50.5, Binford.

Rule 6.13 Yard limits– in effect:

MP 26.3 to MP 27.0 between Hannaford and Shepard.

4. General Code of Operating Rules Items–

Rule 6.19– When required to flag, distance will be 1.0 mile.

Rule 6.28 Applies–

Track between MP 50.5 and 51.3, Binford is industrial track.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track–

Hannaford-Binford– (MP 26.4 to MP 51.0)– FRA excepted track. See GCOR Rule 6.12.

7. Special Conditions–

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

Switch point derail installed on main track at MP 50.5.

8. Other Line Segments–NONE

9. Locations not Shown as Stations– NONE

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	P Line Subdiv BRANCH LINE STATIONS		Distance from Moor- head	EAST WARD ↑
					Trk	Rule 4.3 Oper		
		00676		0.0		MOORHEAD JY	0.0	
				22.3				
		56008		8.0		8.6 KRAGNES	8.6	
		56015		14.8		6.8 GEORGETOWN	15.4	
		56022		21.6		6.6 PERLEY	22.0	
		56028		27.4		6.0 HENDRUM	28.0	
		56034		33.5		6.0 HALSTAD	34.0	
		56041	247	41.0		7.6 SHELLY	41.6	
		56046		45.8		4.8 NIELSVILLE	46.4	
		56052		50.8		5.6 CLIMAX	52.0	
		56057		56.8		5.9 ELDRED	57.9	
		08285		65.5		8.6 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.

Train Dispatchers Telephone Numbers—8-782-3409

1. Maximum Speeds Permitted—

Freight

Moorhead to M.N. Jct **25 MPH.**

MP 13.7, Kragnes to MP 29.2, Halstad **10 MPH**

Item 1A, All Subdivisions, applies.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Moorhead to MN Jct 134 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives not permitted.

3. Type of Operation—

TWC Instructions— Track Warrant Control in effect between:

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

Rule 6.13 Yard limits— in effect:

Moorhead to MP 2.6, East of Kragnes.

M.N. Jct. to MP 64.0.

4. General Code of Operating Rules Items—

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

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track—NONE

7. Special Conditions--**Moorhead Jct to MP 2.6 East of Kragnes and Dilworth Terminal--****(A) Defined Terminal--Shall be all yard tracks and main tracks between:**

- KO Sub-- Eastbound Main from MP 12.9 (West Fargo) to MP 250.2 at East Dilworth.
Westbound Main from MP 12.7 (West Fargo) to MP 250.2 at East Dilworth.
- Hillsboro Sub-- From MP 27.9 West of Dakota Jct to MP 24.2 at Fargo Yard office on Dakota Main.
- Prosper Sub-- From MP 38.5 East of South Moorhead to MP 3.9 JY Jct. Also includes JY connecting track and the Dakota connecting track.
- P-Line Sub-- From Moorhead to Moorhead Jct to MP 2.6 East of Kragnes.

(B) Track Movements and Occupancy--**(1) Yardmaster Permission:****Trains and Switch Engines:**

All movements, occupancy or fouling of Main tracks within the defined limits of the Dilworth Terminal must receive permission from the yardmaster at Dilworth.

All other employees:

When necessary to occupy or foul Main track(s) employee in charge must obtain permission and route from yardmaster.

When requesting Main track permission, give your name location, engine number, type of work equipment and specify track or tracks to be used. When permission is granted to employee in charge the instructions must be repeated to the yardmaster who will make a 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 permission has been issued to employee in charge of maintenance employees and or work equipment, the yardmaster must not permit a train or engine into the same territory unless permission is granted by the employee in charge.

Yardmaster permission does not dispense with the use of track flags as required by Maintenance of Way Rules 5.4.3 and 5.4.7, for impassable track or to provide protection for on-track or off-track equipment fouling main track(s) .

(2) Control Operator Authority:

Dilworth control must be advised of the route and/or type of work which has been permitted by the yardmaster on Main track(s).

All locations governed by absolute signals are under the Dilworth Control Operators authorization. All forms of on-track equipment approaching an unfavorable absolute signal must communicate with the control operator for further instructions.

EXCEPTION: ABS absolute signal at Dakota Jct and South Moorhead contact Dilworth Operator.

(C) Radio--

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

- Yard Channel-- 36
- Road Channel #1--66
- Road Channel #2--70

All switch engines, trains and MOW movements within the Dilworth Terminal are under the direction of the Dilworth yardmaster.

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

All other movements or work other than Main track will utilize Yard Channel 36.

(D) Train Inspection:

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

(E) Connecting Tracks:

Between West Fargo MP 12.8 on KO Subdivision and JY Jct MP 4.9 on Prosper Subdivision, JY Connecting is considered signaled industrial track, maximum speed 25 MPH.

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

Wilds—AGSCO industry track, close clearance riding cars prohibited.

M.N. Jct. Switch— Normal position is lined for the P Line Subdivision.

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

8. Other Line Segments—NONE

9. Locations not Shown as Stations—

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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Warroad Subdiv BRANCH LINE STATIONS			Distance from Warroad	↑ EAST WARD
					Trk	Rule 4.3 Oper			
		55315	244	103.3		WARROAD Y		0.0	
		55303		91.2		12.2 SALOL		12.2	
		55294		82.9		9.2 ROSEAU		21.4	
		55281		70.0		13.0 BADGER	TWC	34.4	
		55271		60.5		9.5 GREENBUSH A		43.9	
		55253		41.8		18.6 MIDDLE RIVER		62.5	
						19.2 SOO LINE			
		55234		22.6		CROSSING M		81.7	
		55230		19.6		3.1 THIEF RIVER FALLS T		84.8	
		55223		11.8		7.2 ST HILAIRE		92.0	

BN Radio Channel No.1 In Service on this subdivision.

Train Dispatcher Calls—Thief River Falls—80, Greenbush—71

Train Dispatchers Telephone Numbers—8—782—3409

1. Maximum Speeds Permitted—

Warroad to St. Hilaire	Freight 25 MPH.
MP 13.9 to MP 58.9	25 MPH.
MP 58.9 to MP 103.3 between Greenbush and Warroad	12 MPH.
Thief River Falls—Wye track	5 MPH.

Item 1A, All Subdivisions, applies between St. Hilaire and Warroad.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Warroad to Roseau 110 tons

Roseau to St Hilaire 131.5 tons

24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) not permitted.

Six axle locomotives not permitted.

3. Type of Operation—

TWC Instructions—Track Warrant Control in effect between:

MP 102.0, Warroad to MP 13.9, St. Hilaire.

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

Rule 6.13 Yard limits— in effect:

MP 102.0 to end of track

Rule 6.28 Applies—Track between MP 13.9 Thief River Falls to MP 11.8 St. Hilaire is industrial track maximum speed 10 MPH.

Derail installed at MP 13.9 on main line.

4. General Code of Operating Rules Items—

Rule 6.19— When flagging is required, distance will be 1.0 miles.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track-- NONE**7. Special Conditions--**

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.

At Soo Line Crossing--Gate has been placed against BN movement over Soo Line diamond at MP 22.6, stop must be made. After gate has been lined for BN 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 Warroad Subdivision is lined for connection track.

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

8. Other Line Segments--

Yard Line Segments--NONE

Other Road Line Segments--NONE

Ballast Pits--

Line Segment	Limits
577	Roseau

9. Locations not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
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 west of Thief River Falls	10	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Noyes Subdiv MAIN LINE STATIONS		Distance from North Crookston Jct.	EAST WARD ↑
					Trk	Rule 4.3 Oper		
				0.0		NORTH CROOKSTON JTY	0.0	
						JCT		
		09301		12.7		EUCLID	12.7	
		09309		20.9		ANGUS	20.9	
		09317		29.3		WARREN A	29.3	
		09327		39.1		ARGYLE	39.1	
		09335	245	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 BJKY	90.5	

BN Radio Channel No.1 in Service on this subdivision.

Train Dispatcher Calls—North Crookston—75, Warren—76, Hallock—78

Train Dispatchers Telephone Numbers—8-782-3409

1. Maximum Speeds Permitted—

North Crookston Jct. and Noyes MP1 to MP 87 **Freight 25 MPH.**
 East and West leg of wye track **10 MPH.**
 Item 1A, All Subdivisions, applies.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

North Crookston Jct to Noyes 136 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

3. Type of Operation—

TWC Instructions—Track Warrant Control in effect between:

MP 1.0, North Crookston to MP 87.0 Noyes.

Rule 6.13 Yard Limits—in effect between:

All movements operating on CN and CP Railroads between BN connecting track Noyes to MP 61.0, Letellier Subdivision must operate at restricted speed, prepared to stop within one-half the range of vision, not exceeding 15 MPH.

MP 0.0 to MP 1.0

MP 87.0 to MP 90.5.

Maximum permissible speed over bridge MP 63.1 (North of Emerson Station) 10 MPH.

4. General Code of Operating Rules Items—

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

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track— NONE

7. Special Conditions—

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

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

Speed Test Boards— Engineers shall test speed of their trains at following locations:
Eastward and Westward trains— MP 80.0 to MP 79.0.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
227	Portage—Midland Jct—Winnipeg

Other Road Line Segments—NONE

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
09289 Agricultural Exp Spur	0.2 west of North Crookston Jct.	15	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
Agsco Dist Inc	0.8 east of Hallock	7	East
09357 George Weleski Sprr	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

WESTWARD ↓					Fertile Subdiv BRANCH LINE STATIONS					↑ EASTWARD
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 4.3 Oper			Distance from Redland Jct.	
		05265		65.9		REDLAND JCT	J	TWC	0.0	
		55044	246	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.

Train Dispatchers Telephone Numbers—8-782-3409

1. Maximum Speeds Permitted—

Freight

Redland Jct. to Fertile— MP 65.9 to MP 46.5 10 MPH.
Item 1A, All Subdivisions, applies.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Redland Jct to Fertile 134 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives not permitted.

3. Type of Operation—

TWC Instructions— Track Warrant Control in effect on this Subdivision

4. General Code of Operating Rules Items—

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

Rule 6.28 applies— Track between MP 45.4 to MP 46.5 is industrial track. Derail located at MP 45.9.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track—NONE

7. Special Conditions—NONE

8. Other Line Segments—NONE

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
J.R. Dale Farm Supply Spur	0.9 east of Fertile	7	West

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Ada Subdiv BRANCH LINE STATIONS			Distance from Ada	EAST WARD
					Trk	Rule 4.3 Oper			
		09252	32	47.7		ADA		0.0	
		09270		65.1		BELTRAMI		17.0	
		09285		80.3		M N JCT	JY	32.3	
				81.0		CROOKSTON JCT	J	33.0	

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

Train Dispatcher Calls—Ada—74 and M.N. Jct.—75.

Train Dispatchers Telephone Numbers—8-782-3409

1. Maximum Speeds Permitted—

Crookston Jct to Ada	Freight 25 MPH.
Crookston Jct to MN Jct	10 MPH.
MN Jct to MP 71.4	25 MPH.
MP 71.4 to MP 68.0	10 MPH.
MP 68.0 to MP 59.0	25 MPH.
MP 59.0 to Ada	10 MPH.
Ada Elevator Track	10 MPH.
Item 1A, All Subdivisions, applies.	

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Ada to Crookston 134 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives not permitted.

3. Type of Operation—

TWC Instructions— Track Warrant Control in effect between:

Ada and MP 79.9.

Rule 6.13 Yard limits— in effect:

MP 79.9 to MP 80.3.

4. General Code of Operating Rules Items—

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

Rule 6.28 Applies— track between:

M N Jct and Crookston Jct is industrial track.

MP 48.2 Ada and MP 47.0 is industrial track.

MN Jct Switch— Normal position is for the P Line Subdivision.

East leg Wye switch. Normal position line for Crookston yard.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track— NONE

7. Special Conditions— NONE

8. Other Line Segments—

Yard Line Segments—NONE

Other Road Line Segments—

Line Segment	Limits	Mileposts
32	Glenden —Ada	18.2 to 46.7

9. Locations not Shown as Stations—

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	20	West
09257	Hadler	5.6 west of Ada	30	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Drayton Subdiv BRANCH LINE STATIONS		Distance from Honey- ford	EAST WARD ↑
					Trk	Rule 4.3 Oper		
		55422	249	117.8		HONEYFORD	0.0	
		55425		121.3		3.5 GILBY	3.5	
		55430		125.6		4.3 JOHNSTOWN	7.8	
		55434		130.3		4.7 FOREST RIVER U	2.5	
		55440		136.1		5.8 VOSS	18.3	
		55539		145.0		8.9 GRAFTON JTUY	27.2	
		55464		160.5		15.5 DRAYTON	42.7	
		55483		178.8		18.3 JOLIETTE	61.0	

BN Radio Channel No. 1 In service on this subdivision.

Train Dispatcher Calls—Grafton—48, Joliette—78 and Honeyford—31.

Train Dispatchers Telephone Numbers—8-782-3413

- 1. Maximum Speeds Permitted—**
- | | |
|-----------------------------|---------------------------|
| Honeyford to Joliette | Freight
25 MPH. |
| MP 143.6 to MP 145.6 | 10 MPH. |
| MP 159.6 to MP 163.3 | 10 MPH. |
- Item 1A, All Subdivisions, applies.

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

- 2. Bridge and Equipment Weight Restrictions—**
Maximum Gross Weight of Car:
 Honeyford to Joliette 134 tons
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.
 Six axle locomotives not permitted.
- 3. Type of Operation—**
TWC Instructions— Track Warrant Control in effect on this subdivision.
Rule 6.13 Yard Limits— in effect:
 MP 143.0 to MP 147.0.
- 4. General Code of Operating Rules Items—**
Rule 6.19— When required to flag, distance will be 1.5 miles.
Rule 6.28 Applies— Joliette Track between MP 178.0 to MP 179.5 is industrial track maximum speed 10 MPH.
- 5. Trackside Failed Equipment Detectors (FED)—**
 A. Protecting bridges, tunnels or other structures: NONE
 B. Other FED locations: NONE
- 6. FRA Excepted Track—** NONE
- 7. Special Conditions—**
Railroad Crossings not Indicated at Station—
 Between Voss and Grafton— MP 144.2 at Niche Subdivision crossing.
 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.
 Normal position of the transfer track switch located a MP 144.2 is lined for movement to be made.

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

8. Other Line Segments—NONE

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
Potato whse Spur	0.4 west of Drayton	30	East
Drayton Potato Packer Spur	0.8 west of Drayton	12	East
American Crystal Plant	1.5 west of Drayton	yard	Both

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Neché Subdiv BRANCH LINE STATIONS		Distance from Grand Forks	EAST WARD
					Trk	Rule 4.3 Oper		
		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	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.

Train Dispatchers Telephone Numbers—8—782—3413

1. Maximum Speeds Permitted—

Grand Forks to Neche	Freight 25 MPH.
Grand Forks and MP 37.8	25 MPH.
MP 37.8 to MP 40.7	10 MPH.
MP 40.7 to MP 60.2	25 MPH.
MP 60.2 and MP 79.9	10 MPH.
Item 1A, All Subdivisions, applies.	

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Grand Forks to Neche 131.5 tons

24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) not permitted.

Six axle locomotives not permitted.

3. Type of Operation—

TWC Instructions— Track Warrant Control in effect between:
Grand Forks and Neche.

Rule 6.13 Yard limits —in effect:

MP 0.0 to MP 6.0 at Grand Forks.

MP 37.0 to MP 42.0 at Grafton.

4. General Code of Operating Rules Items—

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

Rule 6.28 Applies— Glasston, trackage between MP 59.1 to MP 60.2 is industrial track.

5. Trackside Failed Equipment Detectors (FED)–**A. Protecting bridges, tunnels or other structures: NONE****B. Other FED locations: NONE****6. FRA Excepted Track–**

Between Glasston and Neche (MP 60.2 to MP 79.9) See GCOR Rule 6.12

7. Special Conditions–**Railroad Crossing not Indicated at Stations–** MP 38.7 between Minto and Grafton, Drayton Subdivision crossing.**Between Bathgate and Neche MP 76.1–**Impassable track account burned bridge.**CF Industries–**North Grand Forks crews must contact guard prior to approaching anhydrous ammonia rail track. Crews must ascertain from guard whether inspection has been made to ensure that there are no ammonia leaks.**Grafton–** Normal position of the main track switch located at MP 40.2 is lined for Walhalla Subdivision.**Manvel–**Turtle River Bean spur. Close clearance south side of spur.

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

8. Other Line Segments–

Yard Line Segments–NONE

Other Road Line Segments–

Line Segment	Limits	Mileposts
246	Hi-Way-Calspur	98.2 to 98.5

9. Locations not Shown as Stations–

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 Rodnik	1.7 east of Minto	5	East
55554 Tobiason Gillishammer	1.1 west of St Thomas	10	East

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Walhalla Subdiv BRANCH LINE STATIONS			Distance from Grafton	EAST WARD ↑	
					Trk	Rule 4.3 Oper				
		55539	251	0.0		GRAFTON	JTUY	0.0		
		55606		5.7		6.5	NASH		6.5	
		55613		12.9		7.2	HOOPLE		13.7	
		55618		17.5		4.6	CRYSTAL		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, Cavalier—60

Train Dispatchers Telephone Numbers—8-782-3413

1. Maximum Speeds Permitted—

Grafton to Walhalla **Freight 25 MPH.**
 Grafton **10 MPH.**
 Item 1A, All Subdivisions, applies.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Grafton to Walhalla 134 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives not permitted.

3. Type of Operation—

TWC Instructions— Track Warrant Control in effect between:

MP 2.0, Grafton to MP 47.2, Walhalla.

Rule 6.13 Yard Limits— in effect:

MP 0.0 to MP 2.0.

4. General Code of Operating Rules Items—

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

Rule 6.28 Applies— Walhalla between MP 47.2 and end of track is industrial track maximum speed 10 MPH.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track— NONE

7. Special Conditions—

Walhalla— Normal position of the west crossover switch located at MP 48, from the main track to elevator track, is lined for the elevator.

Do Not Exceed 4 MPH. over scale at A.D.M.

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.

8. Other Line Segments—NONE**9. Locations not Shown as Stations—**

Name		Miles—Location	Capacity Cars	Switch Opens
55610	Hoopie Industries	1.7 east of Hoopie	57	East
55611	Folsom—Fedje Spur	1.6 east of Hoopie	11	East
	Swanson Farmers	1.6 east of Hoopie	20	East
55614	Hoopie Potato Products Inc Spur	0.5 west of Hoopie	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 Egan Potato Whse	1.4 east of Waihalla	8	West
55646	Johnson Potato Co. Spur	1.2 east of Waihalla	13	East
	M.T.K. Inc. Spur	1.6 east of Waihalla	8	West
	Cenex Agri Fuel	1.5 east of Waihalla	90	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Hannah Subdiv BRANCH LINE STATIONS		Distance from Conway	EAST WARD ↑
					Trk	Rule 4.3 Oper		
		55723	252	23.6		CONWAY J	0.0	
		55728		28.0		5.0 PISEK	5.0	
		55734		34.2		6.2 PARK RIVER	11.2	
		55744		43.5		9.3 EDINBURG	20.5	
		55756		56.1		12.6 MILTON	33.1	
		55762		61.9		5.7 OSNABROCK	38.8	
		55774		73.6		11.7 LANGDON	50.5	
		55788		88.0		14.4 WALES	64.9	
		55795		95.0		7.0 HANNAH T	71.9	

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

Train Dispatcher Calls—Conway—31, Langdon—61

Train Dispatchers Telephone Numbers—8—782—3413

1. Maximum Speeds Permitted—

Conway to Langdon **Freight 25 MPH.**
Langdon to Hannah **10 MPH.**

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Conway to Langdon 134 tons

Langdon to Hannah 131.5 tons

24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) not permitted.

Six axle locomotives not permitted.

3. Type of Operation—

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

4. General Code of Operating Rules Items—

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

Rule 6.28 Applies— Track between MP 94.0 and Hannah is industrial track.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track— NONE

7. Special Conditions— NONE

8. Other Line Segments— NONE

9. Locations not Shown as Stations—

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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Mayville Subdiv BRANCH LINE STATIONS		Distance from Mayville Jct.	EAST WARD ↑
					Trk	Rule 4.3 Oper		
		05322	23	129.6		MAYVILLE JCT J	0.0	
		56353		117.4		NORTHWOOD	12.6	
		56345		109.0		HATTON	21.1	
		56338		102.4		PORTLAND JCT JT	27.6	
		56333		96.0		MAYVILLE	32.5	

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

Train Dispatcher Calls—Larimore—31 and Hatton—46.

1. Maximum Speeds Permitted—

Mayville Jct to Mayville **Freight 25 MPH.**
 Mayville **10 MPH.**
 Item 1A, All Subdivisions, applies between Portland Jct. and Portland.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Larimore to MP 97.0 143 tons

MP 97.0 to Mayville 134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives not permitted.

3. Type of Operation—

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

4. General Code of Operating Rules Items—

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

Rule 6.28 Applies—Track between Portland Jct and Portland is industrial track maximum speed 10 MPH.

MP 97.9 to end of track. Maximum speed 10 MPH.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track—NONE

7. Special Conditions—

Mayville—Derail installed on main track at MP 97.9.

8. Other Line Segments—

Yard Line Segments—NONE

Other Road Line Segments—

Line Segment	Limits	Mileposts
274	Portland—Portland Jct	27.6 to 32.5

9. Locations not Shown as Stations--

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