



Fargo Division

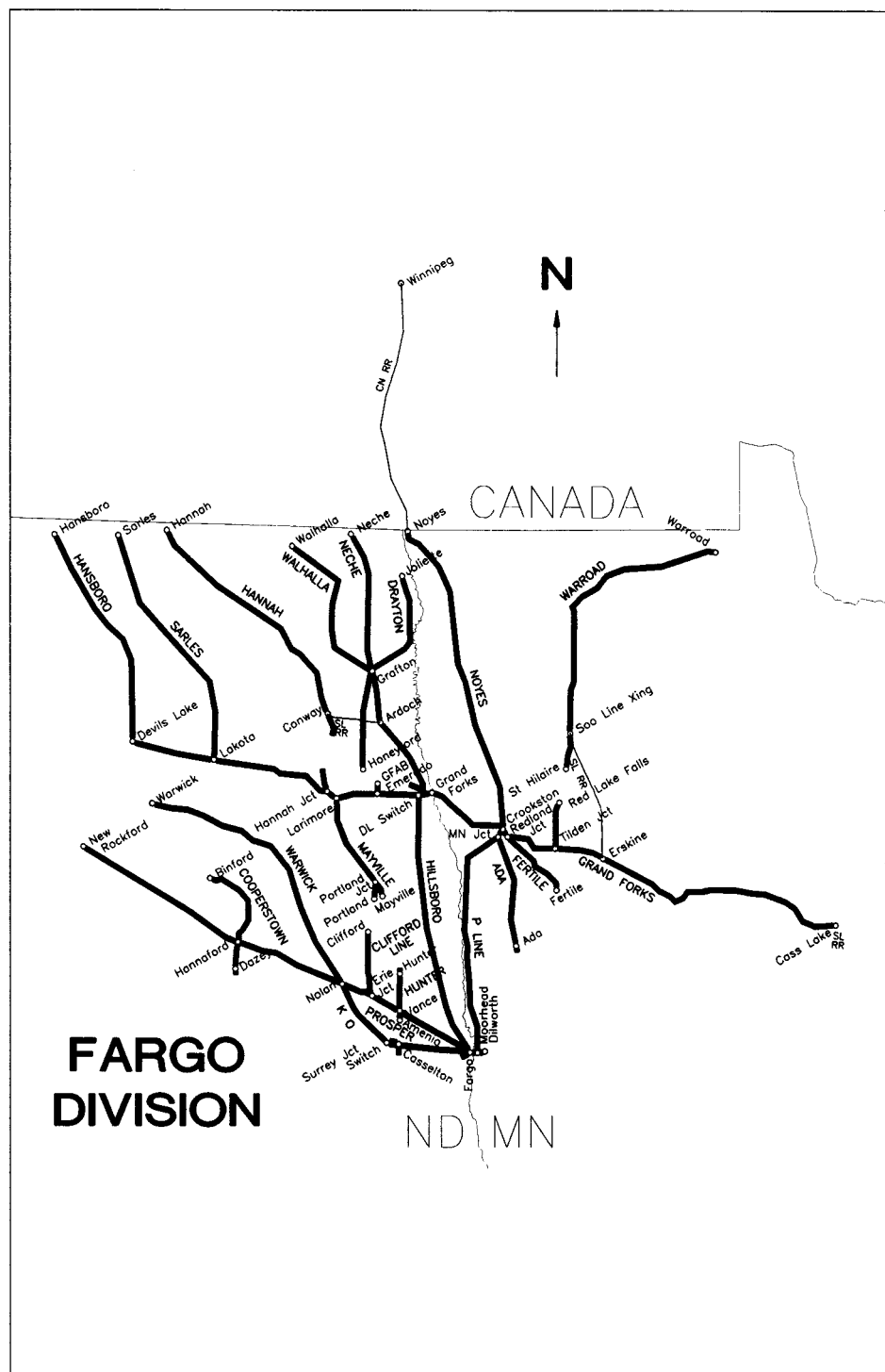
Timetable No. 2

**IN EFFECT AT 0001
Central Continental Time**

Sunday October 30, 1994

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

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



WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	K O Subdiv MAIN LINE STATIONS			Distance from East Dil- worth	EASTWARD ↑	
					Trk	Rule 4.3 Oper				
			25	250.2	DT	EAST DILWORTH IYX 4.1	TWC ABS	0.0		
				1.0		WATTS IXY 3.1		1.0		
	00673			0.0		DILWORTH BKT X(2)Y		3.1		
				3.2						
		00675	26	5.8	2MT	1.6 MOORHEAD JCT IYX(2)Y		6.7		
	00679			8.6		2.8 FARGO JX(2)Y		9.5		
	00683			13.0		4.3 WEST FARGO IYX(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				
				3.3						
9,371	00709		24	10.5		7.6 ABSARAKA	CTC	39.5		
				24.3		13.5				
9,490	00724			41.0		NOLAN J		53.0		
7,733	00736			52.8		12.1 PILLSBURY		65.1		
9,145	00744		34	60.2		7.4 LUVERNE		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				

AAR Radio Channel No. 70 in service on this Subdivision.

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		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 RRWV		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.
Trains or engines leaving siding on clear signal and through turnouts at following locations:		
Absaraka	siding 35 MPH.	35 MPH.
Nolan	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 and six axle derricks 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 13.0

TWC Instructions—Track Warrant Control in effect at Dilworth—Westward trains destined KO, Hillsboro, P Line, Prosper, Hunter, Clifford, Warwick and Cooperstown Subdivisions will obtain track warrants and track bulletins. Westward trains destined beyond Surrey Jct switch will obtain KO Subdivision track warrants and bulletins, and Jamestown track warrants and bulletins. Eastward trains destined Staples and Hillboro Subdivisions will copy track warrant and track bulletins.

CTC—in effect between:

MP 13.0 and MP 124.3

OCS—Occupancy Control System—in effect between:

East Dilworth MP 250.0 and West Fargo MP 13.0, trains and engines may enter or occupy the main track on controlled signal indication after receiving verbal permission to enter yard limits from Dilworth control operator. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from Dilworth control operator. (See System Special Instructions Item 13.)

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 250.3, East Dilworth to MP 13.0 West Fargo on Eastward and Westward main track.

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 MP 55.9
 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 13.0 (West Fargo) to MP 250.3 at East Dilworth.
 Westbound Main from MP 13.0 (West Fargo) to MP 250.3 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 41.3 South Moorhead to MP 3.9 JY Jct. Also includes JY connecting track and the Dakota connecting track.
 P–Line Sub– From Moorhead to MP 2.6 East of Kragnes.

All trains and engines must get verbal permission from the Dilworth control operator to enter yard limits.

(B) Track Movements and Occupancy–

In the Dilworth/Fargo Terminal, System Special Instructions, page 21, General Code of Operating Rule 17.0 "Occupancy Control System (OCS), General Code of Operating Rule 17.0 "OCS for trains and engines" and Maintenance of Way Operating Rule 16.0 "Occupancy Control System (OCS) will be in effect between:

East Dilworth (MP 250.3) and West Fargo (MP 13.0) on the KO Subdivision,
 South Moorhead (MP 41.3) and JY Jct (MP 3.9) on the Prosper Subdivision,
 and JY Jct (MP 3.9) and West Fargo on the Prosper Subdivision.

OCS is not in effect between Fargo Yard Office (MP 24.2) and MP 27.9 (East of Harwood) on the Hillsboro Subdivision.

All main track movements within yard limits will be controlled by the Dilworth Control Operator. All yard track movements (other than main track) in the Dilworth/Fargo terminal will be controlled by the Dilworth Yardmaster.

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher or control operator:

–Signal indication of a controlled signal.
 –Verbal permission from the train dispatcher or control operator.

OR

–Written OCS permission when joint with Maintenance of Way employees or when operating a train against the current of traffic.

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Eastbound Yard Lead (MP 5.2 on EWD, KO Sub)
- Moorhead Jct
- West Fargo
- South Moorhead
- Fargo Yard Office
- JY Jct

Trains and engines must get verbal permission from the Dilworth Control Operator to pass any signal displaying a Stop indication. OCS does not relieve train and engine crews from compliance with GCOR 9.17. OCS does not permit trains or engines to occupy the main track within interlocking limits.

Maintenance of Way must obtain an OCS authority from the Dilworth Control Operator before occupying or fouling the main track within OCS limits. Maintenance of Way in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way to occupy or foul the main track within a manual interlocking (East Dilworth, Watts, Moorhead Jct., West Fargo, JY Jct, and Fargo Yard Office) they must get separate OCS that specifically authorizes them to occupy the main track within the limits of that interlocking.

All employees and train crews receiving on OCS must report to the Dilworth Control Operator when they are clear of the OCS limits and include the following information:

- OCS number
- Name of employee or engine number of train
- Limits that were permitted
- Time OSC reported clear.

(C) Radio-

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

- Yard Channel- 20
- Road Channel #1-66
- Road Channel #2-70

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 20.

(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 3.9 on Prosper Subdivision, JY Connecting is considered signaled main track in yard limits, 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 RRWV dispatcher at Breckenridge before entering the RRWV 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		
				0.0				
		00679		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 IJT		74.8	
				98.0	0.3 WEST GRAND FORKS		75.1	
				98.2	0.2 DL SWITCH IJT	ABS	75.3	

AAR Radio Channel No. 66 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 Thompson, Grandin and Buxton		10 MPH.
Sidings Harwood, Gardner and Reynolds		5 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.

2. 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 and six axle derricks not permitted on following tracks:
 Hillsboro- Beet Track, Taft- Elevator track.

3. Type of Operation-

TWC Instructions-Track Warrant Control in effect between:

MP 27.9, Dakota Jct. to MP 97.5. F.O. Switch.
 MP 97.5 to DL Switch

TWC Instructions—Track Warrant Control in effect at Dilworth—Westward trains destined KO, Hillsboro, P Line, Prosper, Hunter, Clifford, Warwick and Cooperstown Subdivisions will obtain track warrants and track bulletins. Westward trains destined beyond Surry Jct switch will obtain KO Subdivision track warrants and bulletins, and Jamestown track warrants and bulletins. Eastward trains destined Staples and Hillsboro Subdivisions will copy track warrant and track bulletins.

OCS—Occupancy Control System—in effect between:

East Dilworth MP 250.0 and West Fargo MP 13.0, trains and engines may enter or occupy the main track on controlled signal indication after receiving verbal permission to enter yard limits from Dilworth control operator. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from Dilworth control operator. (See System Special Instructions Item 13.)

Rule 6.13 Yard limits— in effect:

MP 27.9 to MP 24.2 between 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 13.0 (West Fargo) to MP 250.3 at East Dilworth.
	Westbound Main from MP 13.0 (West Fargo) to MP 250.3 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 41.3 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 MP 2.6 East of Kragnes.

All trains and engines must get verbal permission from the Dilworth control operator to enter yard limits.

(B) Track Movements and Occupancy—

In the Dilworth/Fargo Terminal, System Special Instructions, page 21, General Code of Operating Rule 17.0 "Occupancy Control System (OCS)", General Code of Operating Rule 17.0 "OCS for trains and engines" and Maintenance of Way Operating Rule 16.0 "Occupancy Control System (OCS)" will be in effect between:

East Dilworth (MP 250.3) and West Fargo (MP 13.0) on the KO Subdivision, South Moorhead (MP 41.3) and JY Jct (MP 3.9) on the Prosper Subdivision, and JY Jct (MP 3.9) and West Fargo on the Prosper Subdivision.

OCS is not in effect between Fargo Yard Office (MP 24.2) and MP 27.9 (East of Harwood) on the Hillsboro Subdivision.

All main track movements within yard limits will be controlled by the Dilworth Control Operator. All yard track movements (other than main track) in the Dilworth/Fargo terminal will be controlled by the Dilworth Yardmaster.

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher or control operator:

- Signal indication of a controlled signal.
- Verbal permission from the train dispatcher or control operator.
- OR
- Written OCS permission when joint with Maintenance of Way employees or when operating a train against the current of traffic.

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Eastbound Yard Lead (MP 5.2 on EWD, KO Sub)
- Moorhead Jct
- West Fargo
- South Moorhead
- Fargo Yard Office
- JY Jct

Trains and engines must get verbal permission from the Dilworth Control Operator to pass any signal displaying a Stop indication. OCS does not relieve train and engine crews from compliance with GCOR 9.17. OCS does not permit trains or engines to occupy the main track within interlocking limits.

Maintenance of Way must obtain an OCS authority from the Dilworth Control Operator before occupying or fouling the main track within OCS limits. Maintenance of Way in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way to occupy or foul the main track within a manual interlocking (East Dilworth, Watts, Moorhead Jct., West Fargo, JY Jct, and Fargo Yard Office) they must get separate OCS that specifically authorizes them to occupy the main track within the limits of that interlocking.

All employees and train crews receiving on OCS must report to the Dilworth Control Operator when they are clear of the OCS limits and include the following information:

- OCS number
- Name of employee or engine number of train
- Limits that were permitted
- Time OSC reported clear.

(C) Radio—

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

- Yard Channel— 20
- 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 20.

(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 3.9 on Prosper Subdivision, JY Connecting is considered signaled main track in yard limits, 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
					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
		05270		82.3	1.3 CROOKSTON		106.9
				83.9	1.6 NORTH CROOKSTON JTY		108.5
			32		JCT		
	7,710	05280		93.1	9.2 FISHER		117.7
		05291		103.0	9.9 SIMPLIT		127.6
		05293		105.0	2.0 EAST GRAND FORKS	Y	129.6
		05295		109.9	4.9 GRAND FORKS BIJKTY		134.5
				110.2	3 G F SWITCH	IJTY	134.8
			220	98.2	1.0 D L SWITCH	IJT	135.8
				0.4			
	7,581	05310		12.3	11.9 EMERADO		147.7
		05316		18.3	6.1 ARVILLA		153.8
		05322		23.7	5.4 MAYVILLE JCT		159.2
	9,288	05323		24.3	0.6 LARIMORE		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	33	50.3	5.8 MICHIGAN		185.8
	8,908	05359		60.7	10.4 LAKOTA	JT	196.2
		05368		69.6	8.9 DOYON		205.1
		05373		74.5	4.8 CRARY		209.9
	10,560	05383		85.3	10.8 DEVILS LAKE	BJTX	220.7

AAR Radio Channel No. 66 in service on this Subdivision. (ND)

AAR Radio Channel 85 in service between MP 105.0, Fisher and D.L. Switch (MN)

Train Dispatcher Calls—Cass Lake—03, Bagley—82, Fosston—81, Grand Forks—73, 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.
D.L. Switch to Devils Lake trains over 100 tons O.B.		40 MPH.
Sidings		10 MPH.
Trains over 100 tons/OB		45 MPH.
MP 92 to MP 93 at Fisher		40 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 MP 6.5 134 tons

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

Six axle locomotives and six axle derricks not permitted on the following tracks: Devils Lake Industry and Wye tracks except Harvest States elevator track MP 87.7, Hanna Jct to Inkster.

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 104.0, 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 104.0, Rosby to Cass Lake.

GF switch to FO 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 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 McCanna MP 6.5 maximum speed 10 MPH.

Rule 8.3 —Does not apply unless directed by train dispatcher.**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.**Devils Lake—**Trains over 100 ton O.B. may use siding.

Engines must not be set out on Jerome Spur.

Porters Brothers Spur—gate installed close clearance at this location.**Grand Forks—**

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.

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

The first paragraph of Rule 8.2 of the General Code of Operating Rules which covers normal position of main track switch "Does not Apply" at the Cottonwood switch located at MP 107.59. This switch may be left lined for the main track or yard; however, it must be locked. Trains must approach this switch expecting it to lined against movement.

Maintenance of Way employees must obtain permission from the yardmaster prior to occupying or fouling yard tracks, this does not dispense with the proper use of flags.**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.

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

Hanna Jct and McCanna—MP 1.8 and MP 1.9 highway crossing protection must be governed by Rule 6.32.2. Signals may be used by operating the key controller.

Pottlatch 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.

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 Pottlatch 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

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	42.3	SOUTH MOORHEAD	Y	0.0	
				42.8	1.5			
		00675	220	21.4	MOORHEAD JCT	IJXY	1.5	
	2,855	00676		22.3	0.9	MOORHEAD JY	2.4	
		00678		23.4	1.1	FARGO PSGR STATION Y	3.5	
				0.9	0.1			
		00679		24.2	FARGO YARD OFFICE	IJTY	3.6	
				3.9	3.8	JY JCT IJY	7.4	
		56111	34	12.4	7.5	PROSPER	14.9	
		00707		22.8	10.4	VANCE JT	25.3	
	3,546	00713		28.9	6.1	MASON	31.4	
		00716		32.0	3.1	ERIE JCT J	34.4	
		00724		40.8	8.9	WARWICK JCT J	43.4	
		00724		41.0		NOLAN J	43.5	

AAR Radio Channel No. 66 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 to MP 3.9 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	140 tons
Amenia to Vance	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.

Track Warrant Control in effect at Dilworth—Westward trains destined KO, Hillsboro, P Line, Prosper, Hunter, Clifford, Warwick and Cooperstown Subdivisions will obtain track warrants and track bulletins. Westward trains destined beyond Surry Jct switch will obtain KO Subdivision track warrants and bulletins, and Jamestown track warrants and bulletins.

Eastward trains destined Staples and Hillboro Subdivisions will copy track warrant and track bulletins.

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

OCS—Occupancy Control System—in effect between:

East Dilworth MP 250.0 and West Fargo MP 13.0, trains and engines may enter or occupy the main track on controlled signal indication after receiving verbal permission to enter yard limits from Dilworth control operator. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from Dilworth control operator. (See System Special Instructions Item 13.)

Rule 6.13 Yard limits in effect:

MP 41.3 South Moorhead to MP 3.9 JY Jct.

MP 3.9 JY Jct to West Fargo.

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 13.0 (West Fargo) to MP 250.3 at East Dilworth.

Westbound Main from MP 13.0 (West Fargo) to MP 250.3 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 41.3 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 MP 2.6 East of Kragnes.

All trains and engines must get verbal permission from the Dilworth control operator to enter yard limits.

(B) Track Movements and Occupancy—

In the Dilworth/Fargo Terminal, System Special Instructions, page 21, General Code of Operating Rule 17.0 "Occupancy Control System (OCS)", General Code of Operating Rule 17.0 "OCS for trains and engines" and Maintenance of Way Operating Rule 16.0 "Occupancy Control System (OCS) will be in effect between:

East Dilworth (MP 250.3) and West Fargo (MP 13.0) on the KO Subdivision,
South Moorhead (MP 41.3) and JY Jct (MP 3.9) on the Prosper Subdivision,
and JY Jct (MP 3.9) and West Fargo on the Prosper Subdivision.

OCS is not in effect between Fargo Yard Office (MP 24.2) and MP 27.9 (East of Harwood) on the Hillsboro Subdivision.

All main track movements within yard limits will be controlled by the Dilworth Control Operator. All yard track movements (other than main track) in the Dilworth/Fargo terminal will be controlled by the Dilworth Yardmaster.

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher or control operator:

- Signal indication of a controlled signal.
- Verbal permission from the train dispatcher or control operator.
- OR
- Written OCS permission when joint with Maintenance of Way employees or when operating a train against the current of traffic.

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Eastbound Yard Lead (MP 5.2 on EWD, KO Sub)
- Moorhead Jct
- West Fargo
- South Moorhead
- Fargo Yard Office
- JY Jct

Trains and engines must get verbal permission from the Dilworth Control Operator to pass any signal displaying a Stop indication. OCS does not relieve train and engine crews from compliance with GCOR 9.17. OCS does not permit trains or engines to occupy the main track within interlocking limits.

Maintenance of Way must obtain an OCS authority from the Dilworth Control Operator before occupying or fouling the main track within OCS limits. Maintenance of Way in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way to occupy or foul the main track within a manual interlocking (East Dilworth, Watts, Moorhead Jct., West Fargo, JY Jct, and Fargo Yard Office) they must get separate OCS that specifically authorizes them to occupy the main track within the limits of that interlocking.

All employees and train crews receiving on OCS must report to the Dilworth Control Operator when they are clear of the OCS limits and include the following information:

- OCS number
- Name of employee or engine number of train
- Limits that were permitted
- Time OSC reported clear.

(C) Radio—

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

- Yard Channel— 20
- Road Channel #1—66
- Road Channel #2—70

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 20.

(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 3.9 on Prosper Subdivision, JY Connecting is considered signaled main track in yard limits, 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	Amenia Spur	2.1 east of Vance	106	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Hunter Subdiv BRANCH LINE STATIONS			Distance from Vance	↑ EAST WARD
					Trk	Rule 4.3 Oper			
		00707	23	64.2		VANCE JT		0.0	
		56305		69.0		5.0 ARTHUR	TWC	5.0	
		56311		75.6		6.0 HUNTER	Rule 6.28	11.0	

AAR Radio Channel No. 70 in service on this Subdivision.

Train Dispatcher Calls—Vance—23

Train Dispatchers Telephone Numbers—8-782-3406

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Clifford Line Subdiv BRANCH LINE STATIONS			Distance from Erie Jct.	↑ EAST WARD
					Trk	Rule 4.3 Oper			
		00716	274	0.0		ERIE JCT J		0.0	
		56402		1.4		1.6 ERIE	TWC	1.6	
		56412		12.1		10.7 GALESBURG		12.3	
		56418		17.5		5.7 CLIFFORD	Rule 6.28	18.0	

AAR Radio Channel 70 in service on this subdivision.

Train Dispatchers Telephone Numbers—8-782-3406

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Warwick Subdiv BRANCH LINE STATIONS			Distance from Nolan	↑ EAST WARD
					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	TWC	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	

AAR Radio Channel No. 70 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 and six axle derricks 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.

Clifford Line Subdivision— Trackage between MP 17.0 to MP 18.0 Clifford.

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 11.0 recorded train location lineup or track warrant must be obtained on Warwick Subdivision.

VMS recorded line-up system in effect for trackmen's line-ups. Persons in the field can dial 8–298–2400 BN system or 1–800–422–2251. Then dial the 4 digit number next to the subdivision you want (Warwick–1633) you will receive the line-up.

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		6.1 SHEPARD	TWC	6.1	
		57410		36.5		3.9 COOPERSTOWN		10.0	
		57425		51.0		14.5 BINFORD		24.5	

AAR Radio Channel No. 70 in service on this Subdivision.

Train Dispatcher Calls: Hannaford-06.

Train Dispatchers Telephone Numbers-8-782-3406

1. Maximum Speeds Permitted –

Hannaford to Binford **Freight 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 and six axle derricks 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 11.0 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	247	0.0	MOORHEAD	JY	Rule 6.28	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			TWC	34.0	
		56041		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	
		09285		65.5	8.6 M N JCT	J	Rule 6.28		66.5	

AAR Radio Channel No. 85 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 and six axle derricks 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.

Track Warrant Control in effect at Dilworth—Westward trains destined KO, Hillsboro, P Line, Prosper, Hunter, Clifford, Warwick and Cooperstown Subdivisions will obtain track warrants and track bulletins. Westward trains destined beyond Surry Jct switch will obtain KO Subdivision track warrants and bulletins, and Jamestown track warrants and bulletins. Eastward trains destined Staples and Hillboro Subdivisions will copy track warrant and track bulletins.

OCS—Occupancy Control System—in effect between:

East Dilworth MP 250.0 and West Fargo MP 13.0, trains and engines may enter or occupy the main track on controlled signal indication after receiving verbal permission to enter yard limits from Dilworth control operator. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from Dilworth control operator. (See System Special Instructions Item 13.)

Rule 6.13 Yard Limits— in effect: NONE

4. General Code of Operating Rules Items—

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

Rule 6.28—Applies on track between: Moorhead and MP 2.6 East of Kragness, maximum speed 10 MPH.

MN Jct and MP 64.0—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 to MP 2.6 East of Kragness and Dilworth Terminal—

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

KO Sub— Eastbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.

Westbound Main from MP 13.0 (West Fargo) to MP 250.3 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 41.3 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 MP 2.6 East of Kragness.

All trains and engines must get verbal permission from the Dilworth control operator to enter yard limits.

(B) Track Movements and Occupancy—

In the Dilworth/Fargo Terminal, System Special Instructions, page 21, General Code of Operating Rule 17.0 "Occupancy Control System (OCS), General Code of Operating Rule 17.0 "OCS for trains and engines" and Maintenance of Way Operating Rule 16.0 "Occupancy Control System (OCS) will be in effect between:

East Dilworth (MP 250.3) and West Fargo (MP 13.0) on the KO Subdivision,
South Moorhead (MP 41.3) and JY Jct (MP 3.9) on the Prosper Subdivision,
and JY Jct (MP 3.9) and West Fargo on the Prosper Subdivision.

OCS is not in effect between Fargo Yard Office (MP 24.2) and MP 27.9 (East of Harwood) on the Hillsboro Subdivision.

All main track movements within yard limits will be controlled by the Dilworth Control Operator. All yard track movements (other than main track) in the Dilworth/Fargo terminal will be controlled by the Dilworth Yardmaster.

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher or control operator:

—Signal indication of a controlled signal.

—Verbal permission from the train dispatcher or control operator.

OR

—Written OCS permission when joint with Maintenance of Way employees or when operating a train against the current of traffic.

The following locations are designated control points for OCS:

—East Dilworth

—Watts

—Eastbound Yard Lead (MP 5.2 on EWD, KO Sub)

—Moorhead Jct

—West Fargo

—South Moorhead

—Fargo Yard Office

—JY Jct

Trains and engines must get verbal permission from the Dilworth Control Operator to pass any signal displaying a Stop indication. OCS does not relieve train and engine crews from compliance with GCOR 9.17. OCS does not permit trains or engines to occupy the main track within interlocking limits.

Maintenance of Way must obtain an OCS authority from the Dilworth Control Operator before occupying or fouling the main track within OCS limits. Maintenance of Way in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way to occupy or foul the main track within a manual interlocking (East Dilworth, Watts, Moorhead Jct., West Fargo, JY Jct, and Fargo Yard Office) they must get separate OCS that specifically authorizes them to occupy the main track within the limits of that interlocking.

All employees and train crews receiving on OCS must report to the Dilworth Control Operator when they are clear of the OCS limits and include the following information:

- OCS number
- Name of employee or engine number of train
- Limits that were permitted
- Time OSC reported clear.

(C) Radio-

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

- Yard Channel- 20
- Road Channel #1-66
- Road Channel #2-70
- #1-85 - East Grand Forks and East

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 20.

(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 3.9 on Prosper Subdivision, JY Connecting is considered signaled main track in yard limits, 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	T E A S T W A R D
					Trk	Rule 4.3 Oper			
		55315	244	103.3	WARROAD	Y	Rule 6.28	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			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		Rule 6.28	92.0	

AAR Radio Channel No.85 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—

Freight

Warroad to St. Hilaire 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 Greenbush 131.5 tons
 Greenbush to St Hilaire 134 tons
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives not permitted.

Six axle derricks not permitted between Warroad and Greenbush.

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: NONE

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.

Warroad—MP 103.0 : Warroad to end on track Maximum speed 10 MPH.

Maintenance of Way Rule 6.3.2 is in effect: Warroad—MP 102.0 to end of track, be prepared to stop for red flag.

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
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			
				12.7	EUCLID		12.7	
		09301			8.2			
		09309		20.9	ANGUS		20.9	
					8.4			
		09317		29.3	WARREN A		29.3	
					9.8			
		09327		39.1	ARGYLE		39.1	
					8.4			
		09335	245	47.5	STEPHEN		47.5	
					8.6			
		09344		56.1	DONALDSON		56.1	
					4.8			
		09349		60.9	KENNEDY		60.9	
					9.2	TWC		
	2,980	09358		70.1	HALLOCK		70.1	
					12.2			
		09370		82.3	HUMBOLDT		82.3	
					8.2			
		09378		90.5	NOYES BJK	Rule 6.28	90.5	

Radio Channel No.85 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—

Freight

North Crookston Jct. and Noyes MP1 to MP 88.5 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: MP 0.0 to MP 1.0

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.

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

Rule 6.28—Applies between:

MP 87.0 to MP 90.5.

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
Agsgo Dist Inc	0.8 east of Hallock	7	East
09357 George Weleski Spsr	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

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Fertile Subdiv BRANCH LINE STATIONS			Distance from Redland Jct.	T E A S T W A R D ↑
						Rule 4.3 Oper				
		05265		65.9		REDLAND JCT	J	TWC	0.0	
		55044	246	45.4		20.5 FERTILE		Rule 6.28	20.5	

AAR Radio Channel No. 85 in service on this subdivision.

Train Dispatcher Calls—Redland Jct.—75, Fertile—74.

Train Dispatchers Telephone Numbers—8—782—3409

1. Maximum Speeds Permitted—

Redland Jct. to Fertile— MP 65.9 to MP 46.5 **Freight 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. 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	Rule 6.28	0.0	
		09270		65.1		BELTRAMI		17.0	
		09285		80.3		M N JCT	J	32.3	
				81.0		CROOKSTON JCT	J	33.0	

AAR Radio Channel No. 85 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.

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 80.0 to Crookston Jct.
 MP 48.2 Ada to MP 47.0

Maintenance of Way Rule 6.3.2 is in effect: Be prepared to stop for red flag.

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			EAST WARD
					Trk	Rule 4.3 Oper	Distance from Honey- ford	
		55422	249	117.8	HONEYFORD	Rule 6.28	0.0	
		55425		121.3	3.5 GILBY	TWC	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	JTU	27.2	
		55464		160.5	15.5 DRAYTON	TWC	42.7	
		55483		178.8	18.3 JOLIETTE	Rule 6.28	61.0	

AAR Radio Channel No. 66 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.

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 maximum speed 10 MPH.

MP 143.0 to MP 147.0

Honeyford—Track between MP 119.5 Eastward 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—

Railroad Crossings not Indicated at Station—

Between Voss and Grafton— MP 144.2 at Natchez 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.

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	Glasston Subdiv BRANCH LINE STATIONS		Distance from Grand Forks	EAST WARD
					Trk	Rule 4.3 Oper		
		05295		0.0	GRAND FORKS BIJKT		0.0	
		55502		1.4	CALSPUR		1.4	
		55512		12.4	MANVEL		12.0	
		55524		24.5	ARDOCH U		24.1	
		55530		30.6	MINTO		30.2	
		55539	250	39.4	GRAFTON JTU	Rule 6.28	39.1	
		55546		45.9	AUBURN		45.6	
		55553		53.5	ST THOMAS		53.2	
		55559		59.6	GLASSTON		59.3	

AAR Radio Channel No. 66 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—

	Freight
Grand Forks to Glasston	25 MPH.
MP 0.0 to MP 0.4 head end restriction westward trains	10 MPH.
MP 0.4 to MP 6.0	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.
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 Glasston 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:
Grand Forks and Glasston.

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 59.0 to MP 60.2, derail installed at MP 59.0.

MP 37.0 to MP 42.0

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 Crossing not Indicated at Stations— MP 38.7 between Minto and Grafton, Drayton Subdivision crossing.

CF Industries—North Grand Forks switch crews must contact guard prior to approaching anhydrous ammonia rail rack. Switch 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
					Trk	Rule 4.3 Oper			
		55539	251	0.0		GRAFTON	JTU	Rule 6.28	0.0
		55606		5.7		6.5 NASH			6.5
		55613		12.9		7.2 HOOPL			13.7
		55618		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	Rule 6.28	48.7

AAR Radio Channel No. 66 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 and six axle derricks not permitted.

3. Type of Operation—

TWC Instructions— Track Warrant Control in effect between:
 MP 2.0, Grafton to MP 47.2, Walhalla.

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 maximum speed 10 MPH.
 MP 0.0 to MP 2.0 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.
 Wheat Gluten track out of service ADM

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	Hoople Industries	1.7 east of Hoople	57	East
55611	Folsom--Fedje Spur	1.6 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 Egan 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
	ADM	1.5 east of Walhalla	90	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Hannah Subdiv BRANCH LINE STATIONS		Distance from Conway	T E A S T W A R D ↑
					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	TWC	50.5	
		55788		88.0	14.4 WALES		64.9	
		55795		95.0	7.0 HANNAH	T	71.9	
						Rule 6.28		

AAR Radio Channel No. 85 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.

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	12.6 NORTHWOOD			12.6	
		56345		109.0	8.5 HATTON			21.1	
		56338		102.4	6.5 PORTLAND JCT	T	TWC	27.6	
		56333		96.0	4.9 MAYVILLE		Rule 6.28	32.5	

AAR Radio Channel No. 66 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.
Bridge 28.9, Portland cars heavier than 134 tons	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:

Mayville Jct to MP 97.0	143 tons
Portland to Portland Jct	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.	
Six axle derrick not permitted between MP 97 and Mayville	

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 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 Mayville Jct	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	Sarles Subdiv BRANCH LINE STATIONS			Distance from Lakota	EAST WARD
					Trk	Rule 4.3 Oper	Rule 6.28		
		05359		0.0		LAKOTA JT		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	

AAR Radio Channel No. 66 in service on this Subdivision.

Train Dispatcher Calls—Lakota—18, Hampden—32

Train Dispatchers Telephone Numbers—8—782—3413

1. Maximum Speeds Permitted—

Lakota to Sarles **Freight 25 MPH.**
 MP 57.8, Clyde to MP 73.0, Sarles, trains handling loaded cars 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:

Lakota to Sarles 134 tons
 24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) not permitted.
 Six axle locomotives and six axle derricks heavier than 175 tons not permitted between MP 0.0 to MP 2.5 and on wye at Lakota.

3. Type of Operation—

TWC Instructions— Track Warrant Control in effect between:

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 71.9 to MP 72.9, Sarles. Derail placed on main track at MP 71.9.
 MP 0.0 to MP 1.0

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—

Soo Line Crossing 3.7 miles east of Brocket

Soo Line Crossing 3.8 miles east of Munich

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	Hansboro Subdiv BRANCH LINE STATIONS			Distance from Devils Lake	EAST WARD
					Trk	Rule 4.3 Oper			
		05383		0.0		DEVILS LAKE BJTU	Rule 6.28	0.0	
		55912		11.8		12.1 WEBSTER		12.1	
		55924		23.4		11.9 STARKWEATHER		24.0	
		55939	275	39.4		15.7 OLMSTEAD U		39.7	
		55953		53.0		13.5 ROCK LAKE	TWC	53.2	
		55966		66.6		12.8 HANSBORO T		66.0	

AAR Radio Channel No. 66 in service on this Subdivision.

Train Dispatcher Calls—Devils Lake—19

Train Dispatchers Telephone Numbers—8-782-3413

1. Maximum Speeds Permitted—

Devils Lake and Hansboro **Freight 10 MPH.**
MP 28.2 road crossing **5 MPH.**

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Devils Lake to Hansboro 131.5 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives and six axle derricks not permitted.

3. Type of Operation—

TWC Instructions— Track Warrant Control in effect between:
MP 1.0, Devils Lake and Hansboro.

4. General Code of Operating Rules Items—

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

Rule 6.28— in effect: MP 0.0 to MP 1.0

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track—

Between Devils Lake and Hansboro (MP 1.0 to MP 66.6) See GCOR Rule 6.12.

7. Special Conditions—

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

8. Other Line Segments—NONE

9. Locations not Shown as Stations—

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

Division Operating Officers

G.A. WARNING	Terminal Manager ...	Grand Forks	795-1255
M.J. HIPPI	Trainmaster	Grand Forks	795-1240
E. J. SADLOWSKY	Trainmaster	Grand Forks	795-1222
C.L. BROTHERTON	Roadmaster	Grand Forks	795-1252
D.E. VADNAIS	Roadmaster	Grand Forks	795-1266
M.F. HEILLE	Roadmaster	Grand Forks	795-1236
A.E. WOLFE	Mgr. Oper Practices ..	Grand Forks	795-1250
G.L. LUCK	Terminal Manager ...	Dilworth	280-7264
E.J. BEIL	Trainmaster	Dilworth	280-7256
D.L. KAYSER	Terminal Trainmaster .	Dilworth	280-7347
L.J. WOLF	Terminal Trainmaster .	Dilworth	280-7908
B.O. JENKINS	Terminal Trainmaster .	Dilworth	280-7908
L.G. SCHIPPER	Mgr Oper Practices ..	Fargo	280-7366
H.C. JESKE	General Roadmaster .	Fargo	280-7239
M.A. BOSER	Roadmaster	Fargo	280-7234
C.D. STAUS	Roadmaster	Fargo	280-7232
R.A. TOBOSA	Director Safety	Fargo	280-7326
M.G. JUNGCK	Manager of Rules	Fargo	280-7279
O.I. CLASPILL	Gen. Frmn Mech.	Dilworth	280-7345
J.M. ZELLER	Foreman Mechanical .	Dilworth	280-7360
R.B. IWEN	Foreman Mechanical .	Grand Forks	795-1295