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K. C. SPRADLIN	Asst. Supt. Terminal Operations	Minneapolis
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J. W. DANKO	Terminal Trainmaster	Minneapolis
M. J. GODSIL	Terminal Trainmaster	Minneapolis
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R. L. HAUBRICK	Terminal Trainmaster	Minneapolis
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C. M. HUFF	Terminal Trainmaster	Cicero
P. B. SADAUSKAS	Terminal Trainmaster	Cicero
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W. M. SENNETT	Terminal Trainmaster	Cicero
D. C. WOLTER	Terminal Trainmaster	Cicero
C. L. YORK	Terminal Trainmaster	Cicero

EOLA TERMINAL

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M. G. LIEN	Chief Dispatcher	Minneapolis
D. D. LOONAN	Chief Dispatcher	Minneapolis
M. L. ROHR	Chief Dispatcher	Minneapolis

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**NORTHERN REGION****LAKES
DIVISION****TIMETABLE
NO. 1**

IN EFFECT AT 0001
Continental Central Time

**Sunday
October 30, 1988**

Including National Railroad Passenger Corporation (NRPC) Trains

Region Vice President

W. W. FRANCIS

Division General Manager

C. E. DOGGETT

Vice President Transportation

W. A. HATTON

ALL SUBDIVISIONS

1. Speed Restrictions

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Trains consisting entirely of passenger equipment are authorized to operate at passenger train speed.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Maximum Speeds Permitted

Freight trains up to 100 Tons/OB	60 MPH
Freight trains over 100 Tons/OB	45 MPH
Loaded coal trains	45 MPH
Empty coal trains	50 MPH

Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes. For purposes of this definition, each platform of multi-platform cars is considered one car.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Maximum Speeds Permitted:

On sidings	20 MPH.
On tracks other than main tracks and sidings	10 MPH.
Locomotives equipped with friction bearings	35 MPH.
Light locomotive consist or caboose hop	50 MPH.

Trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions 12 MPH.

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99949	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026	35 MPH	20 MPH
Air dump cars (loaded)	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow)	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Empty bulkhead flat cars except BN 961302-961361, BN 965846-965945 and cars with center bulkheads	45 MPH	45 MPH
Empty flat cars: NP 62300-62949 NP 66100-66249	45 MPH	45 MPH

Except on Main Lines as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by chief dispatcher and roadmaster or covered by specific instructions.

Maximum Speed of Locomotives

Refer to Rule 455 of the Air Brake, Mechanical and Train Handling Rules for maximum authorized speed of locomotives.

1A. Control of Harmonic Rocking

Under certain conditions, operation of trains between 13 MPH and 21 MPH can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or general order, the following restrictions will apply:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 MPH, must reduce speed to not exceed 13 MPH until movement can again exceed 21 MPH.

2. Restrictions on Locomotives

The maximum number of locomotives in a head-end consist must not exceed 10.

The number of powered axles in a locomotive consist must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

The number of locomotives not in MU operation, regardless of placement in train, must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist to ensure brakes release. If other placement is required, release of the brakes must be ensured.

Locomotives not equipped with alignment control couplers must be handled in the following manner:

Trains of more than 15 cars-

May be all or any portion of the powered locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over. Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

Trains of 15 cars or less-

No placement restrictions.

The following locomotives are not equipped with alignment control couplers and may be placed anywhere in a light consist or caboose hop:

5-585, 1000-1004, 1400-1438, 1956-1971, 6100-6237, 9900-9925.

3. Manned Helper Operations

Locomotives not equipped with alignment control couplers (See Item 2) must be equipped with bolster stops when operated in manned helper consists; **except**, single non-equipped locomotives may be operated when placed between locomotives equipped with alignment control couplers or bolster stops.

The following locomotives, are not equipped with alignment control couplers, but are equipped with bolster stops:

1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1811-1813, 1816, 1819, 1821, 1829, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1888-1889, 1896-1898, 1900, 1910, 1913-1914, 1916-1917, 1920, 1922, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964-1965, 1971, 1977-1978, 1980, 1991, 1993, 1995-1997.

The locomotive which is coupled to cars must be equipped with an alignment control coupler if locomotive consist has 18 or more powered axles. In figuring powered axles, include locomotives in manned helper operation when placed at head end of train.

Unless otherwise provided in Individual Subdivision Special Instructions:

No restriction on placement when using helper of 6 powered axles or less.

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or general order are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

When restrictions governing trailing tonnage are provided by Individual Subdivision Special Instructions or general order, helper may be operated on head end, providing the combined head end and helper locomotives do not exceed 36 powered axles.

SPECIAL INSTRUCTIONS

3

Not more than 24 powered axles can be used in helper services or in head end consist when helpers are being used, EXCEPT with coal trains equipped entirely with type E or F couplers cast in Grade E steel, which may have head end consist of 36 powered axles maximum. Helpers of less than 24 powered axles may shove on the rear of such trains except that helpers with 24 powered axles must be cut in ahead of caboose.

The following 100-ton coal cars are not equipped with Grade E steel couplers:

BN 513903-513997	BN 524020-525297
BN 514108-514193	CBQ 160002-160199
BN 514301-514494	CBQ 160205-161497
BN 520016-520595	GN 70400-70499
BN 522000-522399	NP 73000-73699

Train dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

3A. Locomotive Group Chart

This chart must be used when restrictions in Items 1 and 2 of Individual Subdivision Special Instructions are shown.

Group	Model	Locomotive Numbers
A	SW-1	70.
B	GP9B*	600-602, 604.
	GP-5	1355-1356, 1358-1360, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1888-1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980, 1991, 1993, 1995-1997.
C	SW-12	162-166, 170-174, 176-177, 179-181, 183-184, 186, 188-189, 192-199, 201, 205-207, 209-214, 222-226, 228, 230-231, 233-255, AMTK 565.
	SW-9	169.
	SW-10	375-394, 427-449, 574-577, 579-585.
D	NW-12	5, 14.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1403, 1406-1411, 1413-1414, 1416-1420, 1422, 1426, 1436, 1438.
	GP-9	1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1896-1898, 1900, 1965, 1970, 1977-1978.
	GP-20	2012, 2030-2031, 2034-2035, 2037, 2042, 2044, 2048-2049, 2054, 2058, 2063.
	GP-30	2217-2219, 2221-2222, 2225, 2232.
	GP-39-2	2700-2739, HL 403.
E	SW-15	20-65, 300-324.
	GP-38E	EMD 741, EMD 743, EMD 745, EMD 747-748, EMD 752-753, EMD 756, EMD 758-763, EMD 767, EMD 770-771, EMD 775-776, EMD 778-783, EMD 785, EMD 787, EMD 790-793, EMD 797-800, EMD 802, EMD 804-806, EMD 808-810, EMD 813, EMD 816, EMD 822, EMD 824, EMD 826-827, EMD 834, EMD 838, 2072-2077, 2110-2135, 2137-2138.
	GP-38	2155-2189.
	GP-38-X	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-38-2	HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2200, 2203-2206, 2210, 2212-2216, 2251, 2253.
	GP-35	2504, 2507, 2511, 2514, 2516-2518, 2522-2526, 2528-2534, 2537, 2540-2543, 2551, 2554-2557, 2559-2560, 2570-2572, 2576, 2579-2580.
	GP-38-B*	2600.
	GP-38-2B*	2601.
	GP-40	3000-3002, 3004-3005, 3008-3012, 3015-3016, 3019, 3022-3023, 3025, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-2	3040-3064.
	GP-50	3100-3162.

Group	Model	Locomotive Numbers
E	B-30-7A*	4000-4050, 4052-4119.
	U-30-B	5782-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	AMTK 200-409.
	B-39-8	GECK 8000-8001, LMX 8500-8599.
	SD-9	HL 504-505.
F		None.
G	SD-9	6127, 6131, 6133-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6174, 6176-6179, 6181, 6183-6185, 6190-6200, 6202, 6204, 6217-6219, 6221, 6223-6228, 6230-6237.
H	SD-9	6100-6103, 6107-6110, 6113-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5306, 5318, 5320-5322, 5325-5326, 5330, 5335, 5338-5362, 5364-5394, 5800-5801, 5803-5804, 5806-5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6300, 6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-40-2B*	7500-7502.
	SD-60	OWY 9000-9099.
		*Cables.

4. Restrictions on Cars

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

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026

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

Pile drivers

Locomotive cranes

Empty ribbon rail cars

Rear end only cars

Jordan spreaders

Rotary snowplows, wedge plows, dozers.

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

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

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

DODX 40000-40100- Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

4A. Handling 80 Feet or Longer Cars

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

Exception-Trains consisting entirely of cars 80 feet and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

4B. Multi-Platform and Stack Intermodal Cars

These cars are authorized for movement on tracks with weight limit of 177,000 pounds or more.

Special Instructions All Subdivisions Item 4A pertaining to Handling 80 Feet or Longer Cars does not apply to multi-platform or stack cars.

Description: Multi-Platform Cars

Cars consist of permanently connected individual platforms and are arranged in 5 and 10-platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 637500 through 637503.

10-Platform cars are 467 feet long and have eleven 2-axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake. These cars are designated BN 637100 through 637107.

When necessary to apply hand brakes on a 10-platform car, both hand brakes must be applied.

Description: Stack Cars

Cars consist of permanently connected individual platforms and are arranged in 5 platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

Stack cars range from 265 to 270 feet long. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

Yard Operation

Cars must not be humped or cut off while in motion, and must not be coupled with more force than necessary to make the coupling.

When multi-platform or stack cars have empty platform(s), switching movements must be made with no more than 12 powered axles.

Train Operation

When multi-platform or stack cars have any empty platform(s), they should be placed next ahead of caboose. When empty platform(s) are within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds 4,800 tons, the number of powered axles is restricted to 12, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

5. Car Weight and Length Restrictions

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.
- e. 140,000 lbs. ore car only must be at least 24 feet.
- f. 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of general manager.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. Federal Railroad Administration (FRA) Excepted Track

Where Individual Subdivision Special Instructions specify "FRA EXCEPTED TRACK - See All Subdivision's Item 6", the following restrictions apply:

- a. Maximum speed is 10 MPH;
- b. Revenue passenger trains are not permitted; and,
- c. No more than five cars, required to be placarded by Hazardous Materials Regulations, may be handled in a freight train.

7. Air Repeater Operation

Air repeater cars BNH 3-14, 20-29, 30-35 must be operated approximately in the middle of the train.

There is a flashing light on both end of the roof and two lights on either side at ground level. Flashing roof light and illuminated side light indicate which end of the car is cut in for repeater operation and must be the light nearest the controlling locomotive.

If charging in the wrong direction, bring the brake pipe to zero with an emergency application of the train brakes and recharge in the normal manner.

Air repeater cars increase the brake pipe pressure by a fixed percentage. Higher brake pipe pressure at the rear of a train will be noticed with this arrangement. It is possible for the brake pipe pressure on the rear car to be greater than the brake pipe pressure setting of the controlling locomotive. This does not constitute an overcharge with the air repeater car operating.

If an air repeater car fails en route, an automatic valve will operate to bypass the repeater equipment making it like any other car in the train. It is not necessary to do anything at the air repeater car. The air repeater car diesel engine contains antifreeze and draining of the engine is not required with engine shutdown.

If brakes do apply on the train when the air repeater rack is cut out by the bypass valve, it will be necessary to reduce the overcharged condition.

8. Dimensional and Special Shipment Restrictions

a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.

b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.

c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 625 of the General Code of Operating Rules.

d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.

e. Train dispatcher must issue appropriate track warrant, track bulletin or message when dimensional shipment restricts opposing train and confirm message received.

f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.

g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
ALPHA	<p>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>	GOLF	<p>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>
BRAVO	<p>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>	HOTEL	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
CHARLIE	<p>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p>	INDIA	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
DELTA	<p>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	JULIET	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>
ECHO	<p>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	KILOGRAM	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>
FOXTROT	<p>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	LIMA	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		MIKE	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		NOVEMBER	<p>When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.</p>
		OSCAR	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
		PAPA	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
		QUEBEC	<p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>

SPECIAL INSTRUCTIONS

CODE	RESTRICTION APPLICABLE
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

9. Track Side Warning Detector

Train Inspection

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When condition exists where blowing snow may render track side warning detector ineffective, speed of freight train must be reduced to the extent necessary to permit inspection.

Only 200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.

If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

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

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

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to general manager and chief dispatcher indicating date, train and location of track side warning detector which failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, including when **Detector Status Message** is "... Integrity failure", crew will inspect train in advance of such structure.

Location of track side warning detectors is shown under Individual Subdivision Special Instructions.

Track Side Warning Detector-Radio Reporter

Except in emergency, radios must not be used while train is within 150 feet of track side warning detector and/or until entire message is received from that detector site.

A four second warning tone is issued immediately upon each defect detected.

Train crew must monitor track side warning detector radio reports and be immediately governed by the message received.

Detector Status Message	Train Crew Response
"... No defects"	Proceed.
"... Integrity failure"	Detector out of service.
"... First hot box right side XXX"	Stop train; inspect near indicated axle.
"... First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
"... First hot wheel near axle XXX"	Stop train; inspect near indicated axle.

Detector Status Message	Train Crew Response
"... (No message or incomplete message)"	Stop and inspect entire train.
"... Excessive Alarms"	Stop and inspect entire train.

Detector status messages may describe more than one defect such as:

- "... First hot box left and right side XXX"
- "... First hot wheel near axle XXX"
- "... Second hot box right side XXX"
- "... Third hot box left side XXX"

XXX is the axle count from the head end of train, including locomotives, to the defect indicated.

All detector status messages will be repeated in order of detection.

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

When failed equipment is indicated, train crew must advise train dispatcher reason for delay by first available means of communication.

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

If more than one detector status message is received, comply with most restrictive message.

Track Side Warning Detector-Radio Tone-

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from the point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

10. Storage of Cars Within Yard Limits Non-ABS Territory

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by track warrant or track bulletin. This does not modify requirements of Rule 93.

11. Commodities Insulating Track in CTC and ABS

Employees should be alert for insulating commodities such as clay, chips, oil, etc., on top of rails. This condition could possibly insulate the track and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

12. Rule Books in Effect on Burlington Northern Railroad

General Code of Operating Rules
Air Brake and Train Handling Rules, Form 15338
Train Dispatcher's Manual, Form 51545
Instructions for Agents, Control Operators, Train Order Operators, and Bridgetenders, Form 15472
Rules of the Maintenance of Way, Form 15125
Safety Rules and General Rules, Form 15001
Intermodal/Automobile Facility Safety Rules and General Rules, Form 16406

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "general manager" replaces "superintendent".

Track Permits, Track and Time Limits, Track Warrants and Track Bulletins

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

Definition-Restricted Speed-is changed to read:

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule G-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule Q-add the following:

MT - Main Track(s)

Rules 2 and 3

Employees governed by the General Code of Operating Rules are "designated employees" under Rules 2 and 3.

Rule 2

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

CONTINENTAL TIME will be used for operating purposes.

Rule 3

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

Rule 6(A)-explanation of characters:

- A** - Automatic Interlocking (actuated automatically by the approach of a train).
- B** - General orders, notices, and circulars.
- I** - Manual Interlocking (operated by a control operator).
- J** - Junction.
- K** - Standard clock.
- M** - Railroad crossing protected by signals or gates.
- R** - Train register.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Rule 10(C)-second paragraph is changed to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

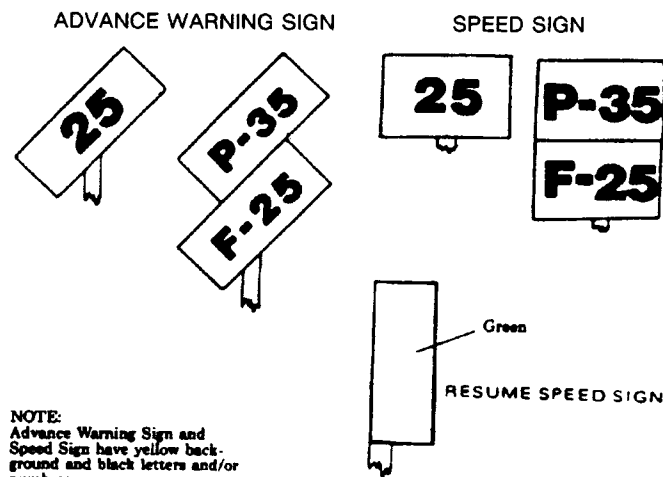
Rule 10(E)-following paragraphs are added:

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

The "Advance Warning Sign" will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a "Resume Speed Sign" or another "Speed Sign" is displayed.

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

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



These signs, as illustrated, apply to train and engine movements as follows:

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

Rule 11-following second paragraph is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

Rule 19-is changed to read:

19. MARKERS: A marker of the prescribed type will be displayed on the trailing end of the rear car to indicate the rear of the train.

19(A). HIGHLY VISIBLE MARKER: A highly visible marker will be displayed at the rear of every train as follows:

- (1) From one hour before sunset to one hour after sunrise and when weather conditions restrict visibility to less than one-half mile.

NOTE: A marker equipped with a functioning photoelectric cell will automatically illuminate at the appropriate time.

- (2) When an engine is operating without cars or is at the rear of the train, the trailing headlight, illuminated on dim, may be used as a marker.

When a highly visible marker is required, it must be inspected by a qualified employee at the initial terminal and each crew change point to determine that it is functioning properly. Inspection will be made by observation or by telemetry display in the cab of the engine. The engineer must be informed of the results of the inspection.

19(B). ALTERNATIVE MARKERS: A reflector, a red flag or a light fixture will be displayed at the rear of the train as the marker when:

- (1) A highly visible marker is not required;
- (2) A defective car must be placed at the rear for movement to a repair point;
- (3) The rear portion of the train is disabled and cannot be moved and a highly visible marker cannot be displayed on the rear of portion to be moved; or,
- (4) The highly visible marker becomes inoperative en route. The train may be moved to the next forward location where the highly visible marker can be repaired or replaced.

Rule 26-is modified as follows:

26. BLUE SIGNAL PROTECTION OF WORKMEN: This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

Workmen

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

- (7) Blue signal protection must be provided for workmen when:
 - (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
 - (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 81

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

Rule 93-following three paragraphs are added:

Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

Conditional yard limits may be established for the hours and/or days specified in general order or special instructions and the limits will be identified by signs reading "CONDITIONAL YARD LIMITS".

General order or special instructions will read, as example:

Conditional yard limits in effect between MP_____ and MP_____ between (station) and (station) (time) until (time) daily Monday through Friday. If in effect 24 hours per day, time need not be specified.

Rule 98(A)- Second paragraph is cancelled.

Rule 102, paragraph (2) - is changed to read:

- (2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so either by visual inspection of the train or knowledge that the train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

Rule 102-the following new last paragraph is added:

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

Rule 103(E)-is changed to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

Rule 104(M)-second paragraph is changed to read:

When signal governing movement over a spring switch displays Stop, Stop and Proceed or Restricted Proceed indication, when indicator displays Stop and Inspect Switch indication, or when switch is not protected by signal or indicator, train or engine making facing point movement must stop and crew member must test the switch, unless the switch has been lined for diverging route or crew has been advised by train order, track bulletin or track warrant that spring switch has been spiked.

Rule 104(M)-fifth paragraph is changed to read:

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Individual Subdivision Special Instructions.

Rule 153-following paragraph is added:

When using main tracks, except double track, in westward or southward timetable direction, they will be numbered consecutively from right to left beginning with Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

Rule 223, Rule 225 and Form N Train Order-will not be used.

Form M Train Order

The following is added to Form M train order:

(3) LINE NO _____ OF ORDER NO _____ IS ANNULLED

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

Form O Train Order-will not be used.

Form D-S Train Order Example (1)-is changed to read:

(1) 801 AM UNTIL 501 PM MAY 15 ALL TRAINS MUST USE
TRACK BETWEEN WEST CROSSOVER AT
FAYE AND EAST CROSSOVER AT GLEN
ALL TRAINS MUST STOP BEFORE FOULING
TRACK BETWEEN THESE POINTS UNLESS
AUTHORIZED TO PROCEED BY EMPLOYE IN CHARGE OF
SWITCHES OR TRAIN DISPATCHER

This order is to be used when one or more main tracks are to be removed from service and all trains in both directions are to use the remaining track with an employee in charge of switches at each end of territory designated.

Movements between the designated points will be directed by the train dispatcher who will issue copy of train order and necessary instructions to the employees in charge of the switches.

Employee in charge of switches may authorize movement on main track between the designated points by controlled signal indication, verbally or by hand signal.

Form Y Train Order, Example (2)-will not be used.

GENERAL DESCRIPTION OF SIGNALS, Page 124-the following two paragraphs are added:

When a track intervenes to the right between a signal and the track governed, a stub post with a blue light will be attached to the right of the signal mast.

When a track intervenes to the left between a signal and the track governed, a stub post with a blue light will be attached to the left of the signal mast.

Rule 234

INDICATION is changed to: Proceed prepared to pass next signal not exceeding 35 MPH.

Rule 241

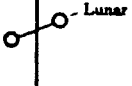
NAME is changed to: RESTRICTED PROCEED.

INDICATION is changed to: Proceed at restricted speed.


Rule 248-new:

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


Rule 248(A)-Take Siding Indicator

Aspects	Indication
	When illuminated, hand operate switch and enter siding.


Rule 248(B)-Operate Switch Indicator

Aspects	Indication
	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.

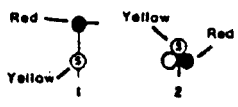
Rule 248(C)-Block Indicator

Aspects	Indication
	Block clear.

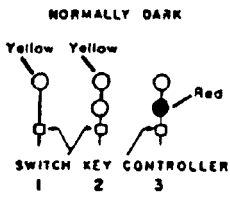
Rule 248(D)-Block Indicator

Aspects	Indication
	Block occupied.

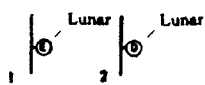
Rule 248(E)-Spring Switch Indicator

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 238.

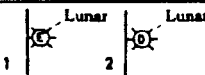
Rule 248(F)-Switch Indicator

Aspects	Indication
	Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator. If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules. If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes. To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.


Rule 248(G)-Failed Equipment Indicator

Aspects	Indication
	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.


Rule 248(H)-Failed Equipment Indicator

Aspects	Indication
	When flashing, no failed equipment has been detected.


Rule 248(I)-Slide Fence Indicator

Aspects	Indication
	When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.

Rule 248(J)-Slide Fence Indicator

Aspects	Indication
	When flashing, slide fence has not been activated.

Rule 248(K)-Resume Speed

Aspects	Indication
	End of slide fence restriction; resume speed.

Rule 305(A)- new rule added as follows:

305(A). APPROACH TO AUTOMATIC INTERLOCKING: A train passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

Rule 312(2)(b)- The waiting time is 10 minutes.

Rule 312(3)-cancel second paragraph and add the following three paragraphs:

In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train may then proceed on hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes.

If a train is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train on the conflicting route.

Rule 315(A)-is changed to read:

315(A). DUAL CONTROL SWITCHES AND DERAILS: Before proceeding from a Stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, he must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

Rule 316-second paragraph is changed to read:

On any track where CTC, TWC or APB is in effect, a reverse movement must not be made without flag protection or authority from the control operator or train dispatcher.

Rule 319-add new paragraph following paragraph (2):

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

Rule 351-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. Be governed by the third paragraph of Rule 351.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

Rule 351(C)-cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Rule 408, paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

Rule 409-is changed to read:

409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

Rules 410 and 411-modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

Rule 413-following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

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

Rule 463-is changed to read:

463. VOIDING TRACK BULLETINS: To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) TRACK BULLETIN NO ____ OF (date) IS VOID.

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

(2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:**(a) LINE (number) OF TRACK BULLETIN NO ____ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) THAT PART OF TRACK BULLETIN NO ____ OF (date) READING (quote line to be made void) IS VOID.

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) TRACK BULLETIN NO ____ OF (date) IS VOID.

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D 

No. _____ Date _____ 19____

TO	AT
	AT
	AT
	AT



OK	COPIES OF	DISPATCHER
----	-----------	------------

Form D-10-10-10

Rule 620-is changed to read:

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

Rule 627(5)-is changed to read:

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

YARD SERVICE RULES

Rule Y-1. The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employees in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employees will be governed by instructions of agents or other designated employee in doing work at stations.

Rule Y-2. The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employees working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

New Item 3-E is added to INSTRUCTIONS for AGENTS, CONTROL OPERATORS, TRAIN ORDER OPERATORS, BRIDGETENDERS, Form 15472, as follows:

3-E. When transmitting and repeating line-up, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations and directions must be pronounced then spelled.

When line-up is relayed, underscore each word and figure each time repeated.

14. Rules of the Maintenance of Way Changes and Additions

Where referenced in rules and instructions, "general manager" replaces "superintendent".

Track Permits, Track and Time Limits, Track Warrants and Track Bulletins

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

Definition-Restricted Speed-is changed to read:

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule G-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule Q-add the following:

MT - Main Track(s)

Rule 2

CONTINENTAL TIME will be used for operating purposes.

Rule 3

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

Rule 6(A)-explanation of characters:

- A** - Automatic Interlocking (actuated automatically by the approach of a train).
- B** - General orders, notices, and circulars.
- I** - Manual Interlocking (operated by a control operator).
- J** - Junction.
- K** - Standard clock.
- M** - Railroad crossing protected by signals or gates.
- R** - Train register.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Rule 9(A)-first paragraph is changed to read:

PLACEMENT OF FLAGS: Flags must be placed to the right of the track as viewed from an approaching train. When flags must be placed to the left of the track, this fact must be stated in train order, track bulletin, track warrant or general order.

Rule 10(C)-second paragraph is changed to read:

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

Rule 11-following second paragraph is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

Rule 26-is modified as follows:

26. BLUE SIGNAL PROTECTION OF WORKMEN: This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

Workmen

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

(7) Blue signal protection must be provided for workmen when:

- (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 37- is changed to read:

37. TRANSMITTING AND REPEATING: When transmitting and repeating line-up, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations and directions must be pronounced then spelled.

Where authorized by division superintendent, train location line-ups may be transmitted by train dispatcher using recording device.

Except when copied from recording device, line-up must be repeated by one or more of those copying it. Each person copying must observe whether line-up is repeated correctly and if not, will immediately call attention to any error. Positive identification of employees receiving line-up must be established except when copied from a recording device.

Rule 38- is changed to read:

38. COPYING: Except when copied from recording device, persons copying line-ups will make as many copies as necessary and must identify themselves to the train dispatcher. When operator copies line-ups a file copy shall be retained bearing the signature or name of each person to whom copies are delivered. When line-ups are re-copied, they must be repeated to the train dispatcher. Line-ups may be duplicated mechanically.

After line-up has been copied from a recording device, it must be replayed and each word and figure underscored as it is played back.

Rule 351-cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

Rule 351-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. The third paragraph of Rule 351 is in effect.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

Rule 351(C)-cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Rule 408, paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

Rule 409-is changed to read:

409. OCCUPYING SAME LIMITS: Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

Rules 410 and 411-modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

Rule 413-following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

Rule 463-is changed to read:

463. VOIDING TRACK BULLETINS: To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO. _____ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) **TRACK BULLETIN NO. _____ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

- (2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) **THAT PART OF TRACK BULLETIN NO _____ OF (date) READING (quote line to be made void) IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) **TRACK BULLETIN NO _____ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

No. _____ Date _____ 19____

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



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

Form 100-10-100 Revised 10-1-80

15. Safety Rules and General Rules Changes and Additions

Rule 181-is modified as follows:

181. This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

WORKMEN:

(No change)

NOTE: "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

g. Blue signal protection must be provided for workmen when:

- (1) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (2) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 299-last paragraph is changed to read:

When movement is being made in response to hand signals, the disappearance from view of employee giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal unless employee on leading car has control of air brakes.

Rule 336 m-added:

Turn vehicle headlights on any time the weather requires use of windshield wipers.

Rule 345-following paragraph is added:

Vehicles above 10 feet in height must have height marked on outside and on dash of vehicle.

Rules 382 through 414 are cancelled. The rules contained in BN Form 16404 11-86, titled Intermodal/Automobile Facility Safety Rules and General Rules, govern all personnel whose duties are within the confines of a Burlington Northern Intermodal or Automobile facility including but not limited to employees of Burlington Northern Railroad Company, contractual personnel to Burlington Northern Railroad Company and/or their agents, and all other personnel entering onto properties of the Burlington Northern Railroad in the course of providing services, repair, etc.

Rule 565-is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule 566-is cancelled.

Rule 572-is changed to read:

Employees are prohibited from having firearms or other deadly weapons, including knives with a blade in excess of three inches, in their possession while on duty or on Company property except those authorized to have them in the performance of their duties or those given special permission by the superintendent.

Rule 575(A)-added:

575(A). The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident.

Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

The Company's office equipment and machines must not be used for other than Company business.

The use of Company postage for personal mail not related to Company business is prohibited. Mail not pertaining to the affairs of the Company must not be sent by train mail; to do so is forbidden by the United States postal laws.

Rule 592-is changed to read:

Whenever passengers or employees are injured, everything possible must be done to care for them properly. If they are able to be moved, they should receive care from the nearest Company physician. If the case is urgent, they should be taken to the nearest medical facility or qualified physician (M.D.) for treatment.

Rule 597-is changed to read:

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

16. Intermodal/Automobile Facility Safety Rules and General Rules

BN Form 16406 11-86, INTERMODAL / AUTOMOBILE FACILITY SAFETY RULES and GENERAL RULES replaces Rules 382 through 414 in BN SAFETY RULES AND GENERAL RULES book.

Rule I-9 - changed to read:

I-9. The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty or their possession or use while on duty or on Company property is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule I-16 - changed to read:

I-16. Air line must be connected to the trailer/chassis and the brakes set before attempting to connect tractor to trailer. Trailer/chassis must be at proper height and brakes set, as necessary, to prevent movement, damage or injury.

Rule I-19(a) - new rule added:

I-19(a). When piggybacker is standing idle, the boom or arms must be locked in the up position and emergency brakes set.

Rule I-19(b) - new rule added:

I-19(b). Personnel are prohibited from walking or standing under the piggybacker boom for any reason other than maintenance.

Rule I-22 - changed to read:

I-22. Within an Intermodal or Automobile Facility, tracks must not be entered or rail cars coupled to or moved without authority of supervisor in charge of the Facility.

Rule I-34 - new rule added:

I-34. When a red stop sign or red light is displayed on a trailer, such equipment must not be coupled to until red signal has been removed.

Personnel working on or in a trailer not coupled to a tractor must establish protection by displaying red stop sign(s) by day and red light(s) by night. Such protection must also be placed on adjacent units parked within eight (8) feet of unit to be protected. Red signs or lights shall be removed only by same personnel who displayed them. Service vehicle may be used as a barrier in lieu of the stop sign or light if it prevents tractor coupling to the trailer.

17. Automatic Cab Signals

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

18. Helper Behind Caboose

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

19. Trackman's Train Location Line-up

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

20. Certificate of Rules Examination

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

21. Dumping Toilets

Dumping of toilets is prohibited when:

- a. Passing through limits of Track Bulletin Form B
- b. Passing by any location where workmen are known to be present
- c. In tunnels and snowsheds
- d. Passing over bridges
- e. At stations
- f. At any location prohibited by law

Compliance with these instructions by employees on passenger trains may require that all "Waste Treatment System" circuit breakers on Superliner equipment be switched to OFF. On other equipment not so equipped, restrooms must be cleared and restroom doors secured within the above limits.

22. Federal Railroad Administration Presumption of Impairment Notice

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test." (See last paragraph for BN's policy.)

"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"A complete copy of the Federal regulations is available for your review at each Division Superintendent's office."

Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not BN's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenance of Way, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

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

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

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

American Institute for Drug Detection, Inc.
5515 Milton Parkway
Rosemont, Illinois 60018

NOTE: For those employees requesting a blood test, the medical personnel will obtain, seal and handle the blood sample, in accordance with the instructions provided by AIDD, Inc. and the medical facility will Express Mail the sample to AIDD, Inc.

NOTE: For a test administered pursuant to Federal Railroad Administration ("FRA") regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for American Institute for Drug Detection, Inc. ("AIDD, Inc.") and a third for the University of Utah, Center for Human Toxicology. The procedures for shipping the specimen to the University of Utah will be done in accordance with FRA regulations.

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

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

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

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

American Institute for Drug Detection, Inc.
5515 Milton Parkway
Rosemont, Illinois 60018

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

24. Physical Examinations

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

25. Roadway Signs

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



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

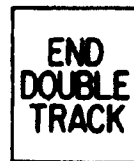
Track Flag



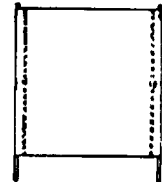
Junction
Rule 98(B)



Yard Limit
Rule 93



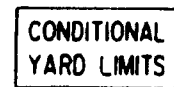
End Double Track



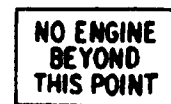
Track Flag



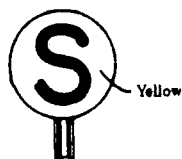
Railroad Crossing
Rules 98 & 98(B)



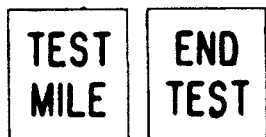
Conditional Yard Limits
Rule 93



No Engine Beyond This Point



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle
Rule 15(I)

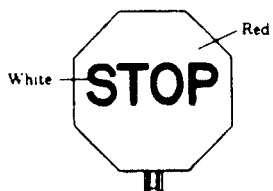
Numerals, when attached,
denotes the number of
crossings less than 1,320
feet.



Derail
Rule 104(L)



Fouling Point

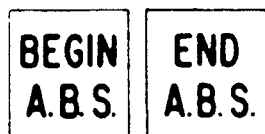


Stop
Rules 98 and 98(B)

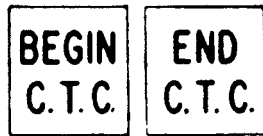


White letters on reflective red
background, or black letters
on white background.

Stop



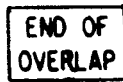
Begin and End ABS



Begin and End CTC



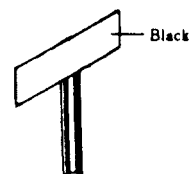
Signal Overlap
Rule 303



End of Overlap
Rule 303



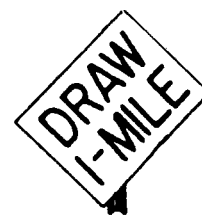
Westward Siding or
Eastward Siding
Rule 105(A)



Flanger



No Clearance



One Mile Draw Span
Rule 98

26. Tonnage Chart Profile

A "Tonnage Chart Profile", as shown in the following example, may be included on the bottom of the conductor's wheel report. This profile will give you the following information in a "snapshot" type view of train.

TONNAGE CHART PROFILE OF TRAIN 01 198 27 27-FEB-87 08:02

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

b. STATION LDS MTYS TONS FEET

TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON

```

150 ....
140 ....
130 ....
120 ....
110 ....
100 EEEE
90 NNNN
80 GGGG
70 ....
60 ....
50 ....
40 ....
30 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
20 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
LEN
SPH

```

```

150
140
130
120
110
100
90 X
80 X
70 X
60 X
50 X
40 X
30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX
20 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX

```

e. LEN
f. SPH

C=CAU D=DAN E=EXP F=FCG H=HWI P=POG R=RM # = ALL OTHER SPHDLG CODES

NOTES:

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

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

Special Handling Codes shown on wheel report.

CAU	Caution	MIC	Messenger in Charge
COM	Combustible Gas	MRE	Mechanical Refrigeration
DAN	Dangerous	NPR	No Placards Required
DEV	Loading Devices Required	PBC	Perishable in Box Car
DNH	Do Not Hump	POG	Poison Gas
DNS	Do Not Separate	RE	Rear Ender
EW	Excessive Weight	RIL	Rejected in Interchange
EXP	Explosive	RM	Radioactive
HFR	Home For Repairs	Sxx	Speed in Miles Per Hour (xx is MPH.)
HIV	High Value	SPD	Speed Restriction
HTR	Heater(s) in Car	UOS	Unload From One Side Only
HWI	High Wide	WI	Waive Inspection
IRM	Incentive Rate Movement	ZIP	Expeditor Trains Only
L01-L09	BN Local Yard Use Only		

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS			Distance from Chicago
				Rule 6(A)			
	00001		0.0		CHICAGO UN. STA. BIK	0.0	
			0.8	2MT	ROOSEVELT ROAD	APB 0.8	
00002			1.4	4MT	UNION AVE. X(2)I	1.4	
			1.7		HALSTED STREET	1.7	
00004			3.7		WESTERN AVE. X	3.4	
00007			7.0		CICERO X(2)BKT	6.9	
00008			8.5		CLYDE	8.5	
00009			9.0		LA VERGNE X(2)	9.0	
00010			9.6		BERWYN	9.5	
			10.0		HARLEM AVENUE	10.0	
00011			11.0		RIVERSIDE	11.0	
			11.7		HOLLYWOOD	11.7	
00012			12.3		BROOKFIELD	12.2	
00013			13.0		CONGRESS PARK X(2)	13.0	
00014			13.7		LA GRANGE	13.7	
			14.1		STONE AVENUE	14.1	
00015			15.4		WESTERN SPGS.	15.4	
00016			16.3		HIGHLANDS X(2)	16.3	
00017			16.8	3MT	HINSDALE	16.8	
			17.8		WEST HINSDALE X(2)	17.7	
00018			18.2		CLARENDON HILLS	18.2	
00019			19.4		WESTMONT	19.4	
00020			20.3		FAIRVIEW AVE. X(2)	20.3	
00021			21.1		DOWNERS GROVE X(2)	21.1	
00023			22.6		BELMONT	22.6	
00024			24.4		LISLE X(2)	24.4	
00028			28.4		NAPERVILLE X(2)	28.4	
00033			33.4		EOLA X(2)BKT	33.4	
00035			35.3		WEST EOLA BKX(2)	35.3	
					To West Chicago-12.1		
00037			38.4	2MT	AURORA JX(2)	38.0	

SCHEDULES FOR REGULAR SUBURBAN PASSENGER TRAINS ARE SHOWN IN BURLINGTON NORTHERN'S SUBURBAN SERVICE PASSENGER TIMETABLE AND TIMES SHOWN THEREIN WILL INDICATE A REGULAR STOP. CONTINENTAL TIME WILL NOT BE AUTHORIZED IN SUBURBAN TIMETABLE. EMPLOYEES WHOSE DUTIES ARE IN ANY WAY AFFECTED BY SUBURBAN TRAINS MUST HAVE A COPY OF THE CURRENT SUBURBAN TIMETABLE IN THEIR POSSESSION WHILE ON DUTY.

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

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

1. Speed Restrictions- Zone-Between

Maximum Speeds
Passenger
Freight

Chicago and Aurora 65 MPH. 50 MPH.
Aurora and West Chicago 20 MPH.
Loaded ore trains 35 MPH.

Except as indicated below:

	Main 1 P F	Main 2 P F	Main 3 P F	Main 4 P F
MP 0.8 - MP 1.4	25 10	25 10		
MP 1.4 - MP 2.2				10 10
MP 1.4 - MP 1.7	35 15	35 15		
MP 1.7 - MP 2.1	45 15	45 15	35 15	
MP 2.2 - MP 6.3				40 35
MP 2.1 - MP 5.7	60 25	60 25	60 25	
MP 5.7 - MP 7.2	60 40	60 40	60 40	
MP 6.3 - MP 6.8				25 15
MP 7.2 - MP 9.6	40	40	40	
MP 9.6 - MP 21.6	45	45	45	
MP 35.1 - MP 38.1	40	40		

Passenger Freight

West Eola to Eola on running track MP

33.3 to MP 35.3 25 MPH. 25 MPH.
Union Avenue interlocking (MP 1.4)
crossovers:
Between Main 1 and Main 2 25 MPH. 20 MPH.
Kedzie Avenue MP 4.8 crossovers:
Between Main 3 and Main 4 25 MPH. 25 MPH.
MP 6.3 - MP 8.9 crossovers:
Between Main 1, Main 2 and Main 3 35 MPH. 35 MPH.
Between Main 3 and Main 4 25 MPH. 25 MPH.
MP 9.2 crossovers between
Main 1, Main 2 and Main 3 30 MPH. 30 MPH.
Congress Park; Highlands; West
Hinsdale; Fairview Avenue;
Downers Grove; Lisle and
Naperville: All crossovers 35 MPH. 35 MPH.
Eola and West Eola: All crossovers
and turnouts 30 MPH. 30 MPH.
Begin CTC Hillyard North and South
Leads to West Eola Plant 35 MPH. 20 MPH.
Aurora Transportation Center - Over
East Switch to North Platform Track 10 MPH. 10 MPH.
Trains over 100 tons/OB MP 35.1 -
MP 38.1 30 MPH.
Aurora and West Chicago - Broadway
Ave., Illinois Ave. and Route 38..Head end of
train until crossing occupied 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions

Maximum height of any on-rail equipment or shipments to be handled between Cicero yard and 16th and Canal Bridge, Chicago, must not exceed the following measurements from top of rail at the locations and on the tracks designated:

16th and Canal Bridge MP 1.4

Main 1 and 2 16 feet, 6 inches high
South leg of south wye 19 feet, 6 inches high
North leg of south wye 17 feet, 4 inches high

CTA overcrossing MP 2.95

Main 1 19 feet 5 inches high
Main 2 18 feet 11 inches high
Main 3 20 feet 11 inches high
Main 4 20 feet 8 inches high

CTA overcrossing MP 4.6

Main 1 19 feet 6 inches high
Main 2 19 feet 1 inch high
Main 3 19 feet 3 inches high
Main 4 19 feet 3 inches high

BRC overcrossing MP 6.7

Main 1 17 feet 1 inches high
Main 2 16 feet 11 inches high
Main 3 including crossover 17 feet 2 inches high
Main 4 19 feet 11 inches high
Track 5 19 feet 7 inch high

MJ overcrossing MP 6.73

Main 1	19 feet 7 inches high
Main 2	19 feet 3 inches high
Main 3	19 feet 6 inches high
Main 4	21 feet 11 inches high
Track 5	22 feet 0 inches high

Laramie Street Bridge MP 7.49

Main 1	21 feet 10 inches high
East Ceco	19 feet 5 inches high

ICG overcrossing MP 8.99

Main 1	20 feet 7 inches high
Main 2	20 feet 7 inches high
Main 3	20 feet 7 inches high
Yard Lead	20 feet 6 1/2 inches high

Highlands MP 16.44

Main 1	20 feet 7 inches high
Main 2	20 feet 7 inches high
Main 3	20 feet 7 inches high

EJE overcrossing MP 32.96

Main 1	20 feet 7 inches high
Main 2	20 feet 8 inches high
Main 3	20 feet 9 inches high

Between Aurora and West Chicago locomotives in Groups G, H, and I not permitted on Industry Tracks.

Between Aurora and West Chicago bridge derrick 975501 and 975502 not permitted.

3. Train Register Exceptions-None**4. Clearance Provisions and Exceptions Rule 82(A)-None**
Rule 450 in effect.**Chicago Union Station and Eola-Rule 405 applies.**

Track Warrant received at Aurora by conductor and engineer Trains 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, and 1218 continues in effect for Trains 1201, 1203, 1291, 1293, 1295, 1297, and 1299, then Trains 1228, 1234, 1238, 1242, 1244, 1248, and 1250.

Track Warrant received at Chicago Union Station by conductor and engineer Trains 1205, 1207, 1209, 1211, 1213, 1219, 1223, 1225, 1237 and 1239 continues in effect for Trains 1252, 1254, 1256, 1258, 1260, 1290, 1292, 1294, 1296, and 1298 then 1249, 1251, 1255, 1257, 1259, and 1261.

Track Warrants for Suburban Trains may be addressed to no more than four trains each, and will be addressed by schedule number.

5. Rule 99- When flagging is required, distance will be 1.5 miles.**6.** All movements on wye tracks, Amtrak trackage, at Canal Street connection will be governed by Amtrak signal indication.**7.** Amtrak rules govern operation of trains and engines at Union Station and between Union Station and Roosevelt Road, MP 0.8.

Between Roosevelt Road, MP 0.8 and Union Avenue interlocking, MP 1.4, there are two main tracks on which movement of trains and engines in either direction will be authorized and governed by signal indication. Rule 255 in effect. If Stop signal does not clear, trains may proceed on authority of operator at Union Avenue Tower.

Through Lumber Street interlocking, between Roosevelt Road and the south end of South Branch Bridge, be governed by Amtrak's Operating Rules and Instructions and by Amtrak Chicago Terminal Timetable Special Instructions. Lumber Street interlocking is controlled by Amtrak Train Director, 14th St.

8. CTC- In effect on Track 5 Cicero between MP 6.6 and MP 6.9; and on Track 6 Cicero between MP 6.8 and MP 6.9.

CTC- In effect on Hill Yard North and South Leads between Aurora Transportation Center and West Eola.

9. Automatic Cab Signals- Automatic Cab Signal Territory in effect for Suburban trains between Chicago and Aurora. Employees governed by Cab Signal Rules must have in their possession a copy of Burlington Northern Automatic Cab Signals effective April 27, 1986 issued in pamphlet form supplementary to the General Code of Operating Rules.

10. Signal Rule Speed Modifications Aurora to Union Ave.-

Following signal indications apply to freight trains operating between Aurora and Union Ave.:

Rule 234 Approach Medium	30 MPH.
Rule 236 Approach	30 MPH.
Rule 238 Diverging Approach Medium	30 MPH.
Rule 239 Diverging Approach	30 MPH.

11. Between Chicago and MP 33.0 do not sound crossing whistle signal as prescribed by Rule 15(l) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

Whistle signal 15 (l) must be complied with at grade crossings at 26th Street on BRC connecting tracks.

12. All Suburban locomotives equipped with red markers under head light, must have marker displayed when locomotive in trailing position.**13.** Following instructions will govern the automatic flashing light highway crossing signals and gates:

Eastward trains stopping between highway circuit sign and Signal Br. located at MP 14.4 must not exceed 15 MPH. between Signal Br. 14.4 and Brainard Ave. crossing.

When eastward freight trains on main 1, 2, or 3 are required to stop by signal indication at Congress Park, stop will be made west of Signal Br. 14.4 at Brainard Ave.

Prairie Avenue, Brookfield, MP 12.4

Eastward trains setting out at Congress Park, prior to making westward movement back to train must protect Prairie Avenue until gates have been lowered.

Maple Avenue, Brookfield, MP 12.7:

(a) Eastward trains on main 3, when setting out cars on transfer track, must cut west of highway circuit sign located 351 feet west of Maple Avenue.

(b) When switching over Maple Avenue, trains and engines must not occupy Maple Avenue crossing until gates have lowered.

Maple Avenue, west of Fairview Avenue, MP 20.6:

Westward trains on main 1, stopping at Fairview Avenue to discharge passengers, must stop short of signal bridge immediately west of Fairview Avenue station.

Washington Street, Main Street, and Forest Avenue, Downers Grove:

Trains and engines in eastward switching movements on main 1, 2, and 3 must move beyond highway circuit sign located 150 feet east of Main Street, before making westward movement.

Westward movements on main 1, after performing switching at switch MP 22.3, west end of siding Downers Grove, or after being delayed between MP 22.3 and highway circuit sign, located 400 feet east of Belmont Road, must not exceed 10 MPH with leading car or engine, between highway circuit sign and Belmont Road MP 22.6.

When eastward freight trains on main 1, 2, or 3 are required to stop by signal indication at Downers Grove, stop will be made short of signal restart sign located at MP 23.2.

14. Rule 107 will not apply on the First Subdivision: The following will govern:

Where trains operate by signal indication and the approaching train has no knowledge of a passenger train at station, trainmen in charge of passenger train at station must provide proper safeguards for passengers.

When suburban trains are operated westward on main 2 between Downers Grove and Eola, it is the responsibility of the crews to check the north side platforms at Belmont, Lisle and Naperville and inform any westward passengers to go around the rear of train at Belmont or through subways at Lisle and Naperville and wait for these passengers to board train.

- 15. Power Operated Switches-Not Equipped For Hand Operation-**
If control machine does not indicate that power operated switches are lined and locked for the route to be used, the control operator will instruct a member of the crew to proceed at restricted speed, stop short of switches in the route to be used so a crew member can get on the ground to examine the switches. If properly lined, crew member will observe switches until leading wheels of movement are on the switch points, then proceed at restricted speed to the next signal. If switches are not properly lined, report to the control operator as it will be necessary for signal maintainer to line these switches.

Between Aurora and Union Avenue:

Any time a stop is made between the opposing absolute signals governing movement over power switches, a reverse movement or a forward movement after a reverse movement, must not be made without authority of the control operator.

- 16. Standby Service for Suburban Passenger Equipment-**

480-volt electrical standby service for suburban passenger equipment is located in "A" and "B" yard at 14th Street Coach yard Chicago, and Hillyard, Aurora.

Light indications over each track on electrical bridge indicate the following:

Green-Charging lines not plugged in.

Flashing Amber-Charging line plugged in but circuit breaker tripped.

Red-Charging line plugged in.

When either the red or flashing amber light is on the equipment on that track must not be moved.

Engines or cars may be coupled onto equipment which has a red or flashing amber light and it is the responsibility of the switchman or pilot to provide protection against movement of such standing equipment. It is the electrician's responsibility to ultimately remove standby if further movement is to be made.

- 17. Cicero Yard-** Member of crew must from a position on the ground protect shoving movement over following crossings:

1. Ogden Avenue ramp entrance at Eastbound yard office.
2. No. 1 lead at Clyde Yard Office and TOFC Crossings.

All head end movements at these locations bell should be sounded until movement over crossing has been completed.

- 18. Between Cicero Depot and Clyde Depot-**

When eastward trains are to be stored on the main tracks, the head end of the train will stop west of the Cicero concrete platform so not to disrupt passenger loading at Cicero and Clyde.

- 19. Aurora-** Member of crew must protect movement over Prairie Street, Pierce Street, and Aurora Avenues.

- 20. Batavia-** All trains passing over Webster Street on the house track will stop before entering onto Webster Street and then proceed only under protection of a flagman on the ground.

- 21. Rule 105-** Industrial Track between Aurora and West Chicago.

- 22. "Rule 10-** When condition in multiple main track territory is covered by track bulletin or general order, track flags will not be displayed, except red flag will be displayed when used in conjunction with Form B."

- 23. Union Avenue-South Wye**

Stop sign has been installed at the second crossover east of Union Avenue Tower, M.P. 1.2. All eastward freight trains must stop and wait until a crew member has preceded the movement and ascertained the signal indication will allow continuous movement over the south wye trackage.

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

Brookfield-Westward MP 10.5 main 1 and 2.

Other Track Side Warning Detector Locations-None.

Plug Door Detectors-

Pan Handle Bridge-Western Ave. MP 3.99 main 3 and 4.
California Ave. MP 4.35 main 3 and 4.
Albany Ave. MP 4.74 main 3 and 4.

These detectors detect open plug doors on westward movements on main 3 and 4 between Western Ave. and MP 4.8.

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from Aurora	EASTWARD
					Rule 6(A)			
	5,175	00037	3	38.4	AURORA	JX	0.0	
	5,823	00045		44.7	6.8 SUGAR GROVE		6.8	
	7,196	00050		50.2	5.5 BIG ROCK		12.3	
		00055		55.1	4.8 HINCKLEY		17.1	
		00062		62.1	7.1 WATERMAN		24.2	
	11,016	00067		67.1	5.0 SHABBONA		29.2	
		00077		77.3	10.2 STEWART		39.4	
		00083		83.2	5.9 ROCHELLE	ABKX	45.3	
		00086		86.3	3.1 FLAG CENTER To Rockford 23.8	T	48.4	
	7,365	00092		92.4	6.0 CHANA	CTC	54.4	
	4,198	00098		98.4	6.0 OREGON To Mt. Morris 6.8		60.4	
	7,539	00107		107.4	8.5 STRATFORD		68.9	
	7,055	00114		116.0	8.4 CARTER		77.3	
	7,242	00122		122.5	6.7 MILLEDGEVILLE		84.0	
	7,293	00129		129.4	6.9 CHADWICK		90.9	
	7,158	00138		138.5	9.0 BURKE		99.9	
				142.3	4.3 PLUM RIVER	JX	104.2	
		00143	143.7	0.9 SAVANNA	AX	105.1	ABS TWC	

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

Train Dispatcher Calls-Hinckley (Victor)-32, Stratford (Polo)-30, Rochelle-31.

**1. Speed Restrictions-
Zone-Between**

**Maximum Speeds Permitted
Freight**

Loaded ore trains.....	35 MPH.
MP 38.44, Jct. switch, Aurora	35 MPH.
MP 38.44 and MP 40.0	40 MPH.
MP 64.9 and MP 65.0	40 MPH.
MP 77.4 and MP 77.9	40 MPH.
MP 81.4 and MP 83.7	45 MPH.
MP 83.7 and MP 83.9	35 MPH.
MP 83.9 and MP 84.4	45 MPH.
MP 95.8 and MP 102.3	45 MPH.
MP 77.9: Through turnout two main tracks	35 MPH.
MP 86.27 Flag Center: Through turnout two main tracks	35 MPH.
MP 142.0 and MP 142.32	35 MPH.
MP 142.3: Through crossovers (Plum River).....	35 MPH.
MP 143.1: Through crossover	35 MPH.
Through turnouts entering controlled sidings	20 MPH.
Through turnouts leaving controlled sidings after engine passes signal authorizing movement.....	35 MPH.
Except through controlled sidings; Carter, Oregon and Aurora	10 MPH.
Loaded coal, ore, potash, grain and ballast trains through sidings	10 MPH.
All loaded ore cars except series BN 99000-BN 99949 Over Bridge 98.18 Oregon	20 MPH.
FRA excepted track-Oregon to Mt. Morris	10 MPH.
Over highway crossing MP 104.5 Mt. Morris Main	5 MPH.

Flag Center and MP 17.0 25 MPH.
 MP 17.0 and Rockford 10 MPH.
 Wye track at Flag Center 12 MPH.
 MP 11.8 Davis Jct.-Locomotive or leading car of
 train crossing Highway 72 10 MPH.
 Rockford from Rock River Bridge (MP 23.20)
 to Main Street (MP 23.50) 5 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted on industrial track from controlled siding Aurora.

Bridge derricks 975501 and 975502 are not permitted on industrial track Aurora.

Between Oregon and Mt. Morris and Davis Jct. to Rockford-Item 5d not permitted.

Locomotives in Groups G, H and I not permitted.

Bridge derricks 975501 and 975502 not permitted.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-None

Rule 450 in effect

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

6. Rule 105- Industrial track between Oregon and Mt. Morris and between Flag Center and Rockford.

7. Rockford- CCP crossing is remotely controlled by CCP control operator. If signal fails to clear, contact Second Subdivision Dispatcher and be governed by his instructions. If required to flag crossing be governed by instructions posted in phone box.

Between Camp Grant and CCP crossing-Automatic signals located at MP 21.4 and MP 21.8 govern westward train and engine movements, also at MP 22.0 and MP 22.5 govern eastward train and engine movement approaching and passing over electric locked switches at MP 21.9. These signals are not a part of automatic block, CTC, or interlocking system.

When signal at MP 21.8 displays a Red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 22.0. When signal at MP 22.0 displays a Red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 21.8. When Green Aspect is displayed by signal at MP 21.8 or signal at MP 22.0 train or engine may proceed.

Signals at MP 21.4 and MP 22.5 display a Yellow aspect and trains or engines may proceed prepared to stop before any part of train or engine passes next signal.

8. Flag Center to Rockford- Crews must ascertain from train dispatcher that there are no track bulletins that they must obtain before entering this track.

9. Davis Jct.- MP 11.6

Automatic Interlocking at Soo Line Crossing Rule 312 (3) must be complied with.

10. Rochelle- Signals governing movements over C&NW crossing also govern the block. Rule 312(1)(3) must be complied with.

General Code Rule 316(A) is modified as follows:

Movement through CNW interlocking must be made completely through plant before reverse move is made. Under no conditions should equipment be left standing or unattended in plant.

11. Manual Interlocking not Indicated at Station-

MP 64.9-CNW crossing 2.8 miles west of Waterman.

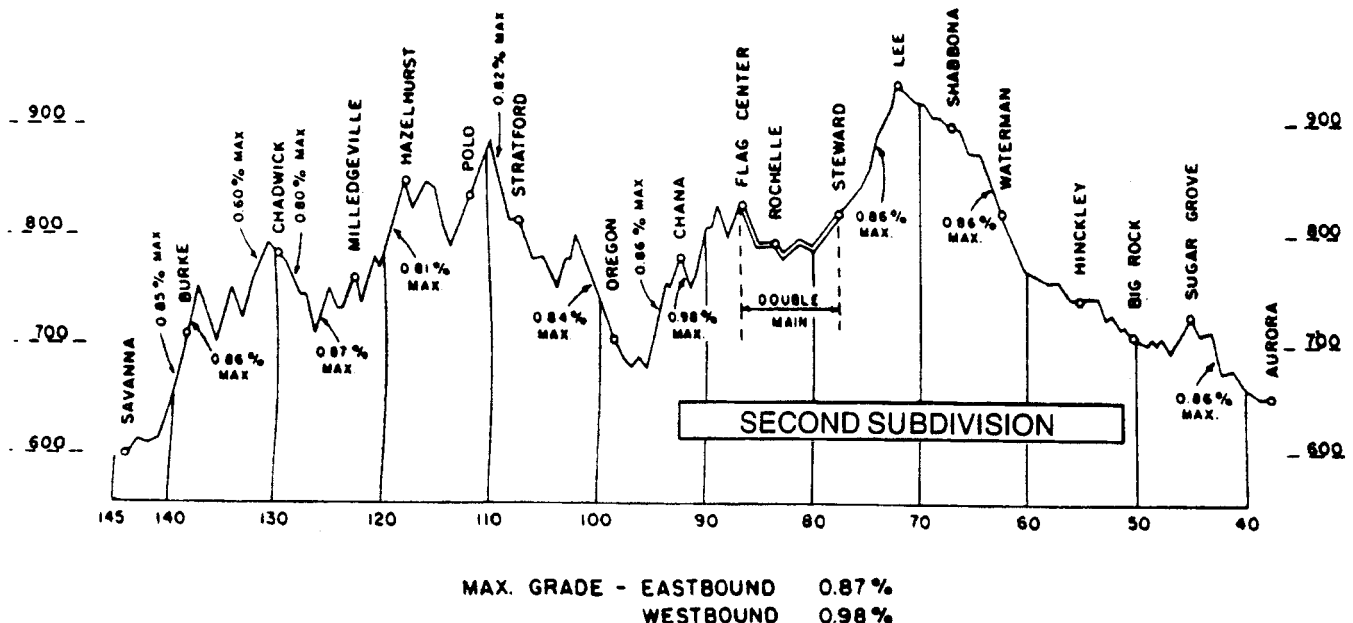
12. The following Track Side Warning Detectors protect bridges, tunnels or other structures-

Sugar Grove-Eastward movements-MP 43.3

Other Track Side Warning Detector Locations-

MP 71.3

MP 111.3



LAKES DIVISION

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS Rule 6(A)				Distance from Savanna
	00143	3	143.7	DT	SAVANNA	AX		0.0
	00156		156.9		13.2	ABS		
					ROBINSON SPUR	X	TWC	13.2
					14.6			
C5,670	00170		171.6		GALENA			27.8
					0.8			
	00171		172.3		PORTAGE	J	CTC	28.8
					12.5			

BETWEEN PORTAGE AND EAST DUBUQUE OPERATE ON CCP TRACKAGE.
CCP RULES APPLY.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS Rule 6(A)				Distance from Savanna
			184.9		EAST CABIN	JIKX		41.1
					0.2			
C6,435	00184		185.0		EAST DUBUQUE	XI		41.3
					15.0			
	00198		200.0		POTOSI	X		56.3
					13.0			
	00212		213.0		CASSVILLE	(2)X		69.3
					9.8			
	00222		222.8		GLEN HAVEN	X	ABS	79.1
				DT	5.6			
	00227		228.4		BAGLEY	X	TWC	84.7
					3.6			
	00231		232.0		WYALUSING			88.3
					3.6			
	00235		235.6		PORTS			91.9
					1.4			
	00236		237.0		CRAWFORD	M	CTC	93.3
				2MT	2.7			
	00239		239.7		PRAIRIE DU CHIEN	Y		96.0
					14.0			
	00254		254.4		LYNXVILLE	X		110.0
					8.5			
	00261		262.2		FERRYVILLE	X(2)		118.5
					7.7		ABS	
	00269		270.1	DT	DE SOTO	X		126.2
					10.8		TWC	
	00280		280.7		GENOA	X		137.0
					15.4			
	00295		296.3		GRAF		CTC	152.4
					3.6			
			299.9		GRAND CROSSING	IY		156.0
					0.2			
	00299		300.2		NORTH LA CROSSE	BKTY		156.2
					1.8			
	00301		303.1		SULLIVAN	Y	CTC	158.0
				DT	15.7		ABS	
	00315		317.4		TREMPEALEAU	X	TWC	173.7
					7.0			
10,145	00324		325.7		EAST WINONA		CTC	180.7
					2.5			
	00326		328.2		WINONA JCT.			183.2
					7.0			
	00332		333.9		FOUNTAIN CITY	X		190.2
					7.9			
	00341		343.1	DT	COCHRANE	X	ABS	198.1
					8.2			
	00349		351.3		ALMA	X(2)	TWC	206.3
					8.7			
	00356		358.7		NELSON			215.0
					2.1			
	00360		362.1		TREVINO		CTC	217.1
					0.8			
	00361		362.9		MEARS			217.9
					3.2			
	00364		366.2		PEPIN	X		221.1
					12.6			
	00377		378.7		MAIDEN ROCK			233.7
					7.6			
	00384		386.3	DT	BAY CITY	X(2)	ABS	241.3
					4.7			
C5,821	00389		391.0		HAGER		TWC	246.0
					6.6			
	00394		396.3		DIAMOND BLUFF	X		252.6
					10.0			
	00405		407.6		PRESCOTT			262.6
					0.2			
	00407		407.8		BURNS			262.8
				2MT	2.7		CTC	
	00409		410.5		ST. CROIX TOWER	J		265.5

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

Train Dispatcher Calls-Savanna (Mt. Carroll)-41, Cassville (Balltown)-42, Prairie Du Chien (Pikes Peak)-43, Desoto (Lansing)-44, No. LaCrosse (Onalaska)-45, Nelson (Wabasha)-46, Bay City (Red Wing)-47.

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

Loaded ore trains.....	35 MPH.
Against the current of traffic on double track.....	49 MPH.
Loaded coal, ore, potash, grain, and ballast trains against current of traffic.....	30 MPH.
MP 142.0 and MP 144.5.....	35 MPH.
MP 144.5 and MP 145.6.....	25 MPH.
MP 171.0 and MP 172.2.....	35 MPH.
MP 184.8 and MP 185.5.....	30 MPH.
MP 185.5 and MP 186.9.....	55 MPH.
MP 235.6 and MP 236.0.....	35 MPH.
MP 236.9.....	40 MPH.
MP 236.9 and MP 240.0.....	50 MPH.
MP 296.2 and MP 299.8.....	45 MPH.
MP 300.0 until locomotive or leading car over Gillette Street..	10 MPH.
MP 364.5 and MP 366.1.....	40 MPH.
MP 407.1 and MP 408.1.....	35 MPH.
Through turnouts at end of two main tracks located at:	
MP 235.5 and at MP 237.0.....	35 MPH.
MP 296.3.....	35 MPH.
MP 323.6 and at MP 327.9.....	35 MPH.
MP 362.1 and at MP 362.9.....	35 MPH.
Through crossovers at MP 303.1.....	35 MPH.
East Winona - Through turnouts of controlled sidings.....	20 MPH.
Except through turnout leaving east end of controlled siding after engine passes signal authorizing movement.....	35 MPH.
Loaded coal, ore, potash, grain and ballast trains through sidings.....	10 MPH.
East Dubuque on siding.....	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate. .

Locomotives in Groups G, H and I not permitted on the following track:

LaCrosse, Old Main between South Avenue and West Avenue.

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)-None**

Rule 450 in effect.

North LaCrosse and Northtown-Rule 405 applies.

Northtown - Eastward BN trains operating East of St. Croix Tower will obtain a Track Warrant from the Northtown Hump Dispatcher and a Track Warrant from the Galesburg Dispatcher.

North LaCrosse - Westward trains operating West of St. Croix Tower will obtain a Track Warrant from the Northtown Hump Dispatcher and a Track Warrant from the Galesburg Dispatcher.

East Cabin-Train Order signal governs train movement on CCP track.

5. Rule 99- When flagging is required, distance will be 1.5 miles.**6. Track Warrant Control in effect between:**

CTC Prescott	and	CTC Mears
CTC Trevino	and	CTC Winona Jct.
CTC East Winona	and	MP 303.85
CTC Graf	and	MP 241.38
CTC Ports	and	CTC MP 184.90
CTC Galena	and	CTC Savanna

Train location line-up will be issued in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by Track Warrant Authority.

7. At Savanna, General Code Rule 305(A) is modified as follows:

305(A)- APPROACH TO AUTOMATIC INTERLOCKING: A train having passed a signal governing the approach to an automatic interlocking displaying a proceed indication **AND SPEED IS BELOW 20 MPH.**, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

8. Between Savanna and Robinson Spur-

When eastward signal at MP 146.4 displays STOP indication, member of crew will communicate immediately with dispatcher. Movement from this signal must not be made without favorable signal indication or permission from the dispatcher.

9. Portage to East Dubuque- Employees operating on CCP trackage must have a copy of pamphlet entitled Burlington Northern Railroad and Chicago Central & Pacific Railroad Operating Rules, Timetable and Special Instructions Portage to East Dubuque in effect at 0001 Sunday Oct. 26, 1986 in their possession.**10. Prairie du Chien-** When using sidings, crew member must protect movement over Frederick Street until gates are down.**11. LaCrosse-** Between MP 292 and MP 304, do not sound crossing whistle signal as prescribed by Rule 15(L) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.**12. At Winnona Junction-** General Code Rule 315(A) is modified as follows:

Eastward Trains stopped at signal displaying **STOP** indication, after complying with Rule 312(1), may proceed to dual control switch. **However** before any movement is made over dual control switch, a crew member must precede move and examine dual control switch to see that it is properly lined and selector lever is in proper position.

13. St Croix Tower to MP 407.40-

Movements authorized by East Hump Dispatcher Northtown.

14. Regarding stations with crossovers indicated in station column-

Robinson Spur, Bagley, and Diamond Bluff-facing point only.

Cassville, Ferryville, Alma and Bay City-facing and trailing point.

All other stations-trailing point only.

15. The following Track Side Warning Detectors protect bridges, tunnels or other structures- None.**Other Track Side Warning Detector Locations-**

MP 169.1
MP 197.5
MP 236.5
MP 269.9
MP 327.5
MP 362.5
MP 392.3

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv BRANCH LINE STATIONS			Distance from Mont- gomery
				Rule 6(A)			
	20001	60	40.2	MONTGOMERY	JY	0.0	
	71703		43.3	OSWEGO		3.3	
	71709		49.4	YORKVILLE		9.4	
	71716		56.0	MILLBROOK	TWC	16.1	
	71720		59.6	MILLINGTON		19.6	
	71724		64.4	SHERIDAN		24.4	
4,200	71729		68.9	SERENA		28.9	
5,400	71733		72.8	WEDRON		32.8	
	71741		80.9	OTTAWA	ABKY	41.0	
	71750		89.6	GRAND RIDGE	Y	49.6	
	71758	96.2	STREATOR	Y	57.6		

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

Train Dispatcher Calls-Somonauk (Victor)-24, Mendota-23, Ottawa-72

1. Speed Restrictions-

Zone-Between

Maximum Speeds Permitted

Montgomery and Ottawa 30 MPH.
 Ottawa and Streator 25 MPH.
 MP 40.8 and MP 41.7 25 MPH.
 MP 75.5 and 76.0 25 MPH.

Ottawa:

Over Columbus Street (Route 23), LaSalle Street,
 CSX crossing, and Fourth Street 10 MPH.
 CSX crossing and Illinois River bridge 10 MPH.

Item 1A, All Subdivisions, applies except between
 MP 77.6 and MP 97.6.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Wedron-Locomotives not permitted on coal trestle Wedron Silica Co.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-None

Rule 450 in effect.

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

6. Track Warrant Control- In effect between MP 41.4 and MP 77.6.

Train location line-up will be issued in accordance with Rule 35 of the Rules of the Maintenance of Way for track occupancy not protected by Track Warrant Authority.

7. Ottawa- Before proceeding over drawbridge 81.45 over Illinois River, all trains and engines must come to a full stop and then be governed by signals from the bridge tender.

Crossing signals for Boyce Memorial Drive on Sieberling lead are protected by motion sensing devices. Should they fail to operate the signals may be activated by moving the leading wheels into the island circuit, located 50 feet from crossing. If signals do not then operate, the crossing must be flagged by crew member on ground.

8. Streator- Before crossing Mildred Street on old lead and First Street on both north leads to Owens-Illinois Glass Co., Hickory Street, stop and then proceed under protection of crew member on the ground.

9. Rule 10(D)-in effect this subdivision.

WESTWARD	Soo Line Mile Post Location	Station Nos.	Line Seg or MP of Siding Switch	Mile Post Location	5th Subdiv MAIN LINE STATIONS			Distance from St. Croix	EASTWARD	
					Rule 6(A)					
	392.1	00409		470.5		ST. CROIX 11.9	JX		0.0	
	402.5	00420		422.2		NEWPORT	X(2)		11.9	
	405.0					DUNN	Y		14.8	
	406.5	00424		426.7		OAKLAND	JX(2)Y		16.4	
	407.4		3		2MT	ST. PAUL YARD	Y		17.2	
	407.9	00426		428.3		DAYTONS BLUFF	Y		17.7	
	408.8			429.1		HOFFMAN AVENUE	JX(2)Y		18.6	
	409.4			429.7		DIVISION STREET	JXY	CTC		
		00429	430.0	SEVENTH STREET	JXY	19.8				
		51202		1.3	DT	MISSISSIPPI ST.	X(2)Y		21.3	
		51204		2.3		SOO LINE JCT.	JY		21.9	
		51209		6.7		UNION	XY	ABS	26.3	
		51210		7.9		PARK JUNCTION	AJXY		27.8	
		51211		9.8		EAST MINNEAPOLIS	JTX		29.3	
			25	11.7	2MT	UNIVERSITY	JX(2)Y		31.4	
		00439		12.5		35th AVE.	XY		32.2	
		00441			13.9		NORTHTOWN	BKRT		33.6
		00442			15.5	2MT	INTERSTATE	X(2)	CTC	35.4
		00448		21.1	COON CREEK		JX(2)	41.1		

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cont'd. 5th Subdiv MAIN LINE STATIONS			Distance from St. Croix		
					Rule 6(A)					
		00453	25	26.8	DT	ANOKA 11.8 X	TWC ABS	46.8		
		00465		38.6		ELK RIVER 8.4 X		58.6		
		00475		47.0		BIG LAKE 10.5		67.0		
9,150		00482		57.5	2MT	BECKER 5.2	CTC	77.5		
		00490		62.7		CLEAR LAKE 11.3		82.7		
		00502		73.9	DT	ST. CLOUD JCT. 4.4 TX(2)Y	TWC ABS	94.0		
E7,207		00506		78.4		SARTELL 9.9 XY		98.4		
		00516		88.7		RICE 6.6 X		108.3		
		00523		95.2		ROYALTON 8.1		114.9		
		00531		103.3		GREGORY 2.8		123.0		
10,725		00533		106.0	2MT	LITTLE FALLS 4.4 T	CTC	125.8		
11,618		00538		110.8		DARLING 5.8		130.2		
11,813		00544		116.5		RANDALL 11.0		136.0		
11,878		00555		127.8		LINCOLN 6.2		147.0		
		00561		134.0		PHILBROOK 6.3		153.2		
		00567		140.0		DT		STAPLES 11.0 BJKR TX(2)Y	TWC ABS	159.5
		00567		148.0				VERDALE 6.7		170.5
		00578		159.0				WADENA 12.9 X		177.2
		00585		165.6	NEW YORK MILLS 10.8 X		190.1			
		00598		178.5	PERHAM 11.1 X		200.9			
		00608		189.3	FRAZEE 9.7	212.0				
		00619		200.4	DT	DETROIT LAKES 3.0	TWC ABS	221.7		
W6,135		00629		210.1		RICHARDS SPUR 9.7 X		224.7		
		00632		213.1		LAKE PARK 7.9 X		234.4		
		00642		222.0		MANITOBA JCT. 3.7 JTX		242.3		
		00650	230.5	HAWLEY 7.3 X		246.0				
		00653	234.4	WITHEROW 7.3 X		253.3				
		00661	242.4	GLYNDON 5.3 JX		260.6				
		00668	248.8	26	DILWORTH 5.3 BKRTX(2)Y		265.9			
		00673	0.0 3.2							

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

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

BN Radio Channel No. 2 in service for road crews between St. Croix and Coon Creek.

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

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

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted Passenger	Freight
St. Croix and Dilworth	75 MPH.	
St. Croix and Coon Creek-Loaded unit trains exceeding 100 tons O/B		35 MPH.
MP 410.2-Through crossovers At East St. Croix	12 MPH.	12 MPH.
MP 410.2-MP 410.5	25 MPH.	25 MPH.
MP 410.4 Through crossover at West St. Croix	25 MPH.	25 MPH.

Soo Line Main track connection switch from Main 2 to St. Croix	25 MPH.	25 MPH.
MP 410.5-MP 418.2	45 MPH.	40 MPH.
MP 418.2-MP 429.1	70 MPH.	50 MPH.
MP 422.2-Newport Through east crossover	25 MPH.	25 MPH.
Through west crossover	35 MPH.	35 MPH.
MP 426.7 through crossover between two main tracks	25 MPH.	25 MPH.
MP 429.1-429.7	30 MPH.	25 MPH.
Following speed restrictions are in effect on Soo Line tracks, Main 1, St. Croix to Newport and Main 2, Newport to Division Street St. Croix to Division	70 MPH.	50 MPH.
St. Croix to MP 396	50 MPH.	35 MPH.
Loaded unit coal trains		40 MPH.
All crossings, turnouts and sidings unless otherwise specified	10 MPH.	10 MPH.
Division Street - Oakland	30 MPH.	30 MPH.
MP 429.7-MP 4.6		30 MPH.
MP 1.3-Mississippi St. through crossovers		30 MPH.
MP 4.6 and MP 11.7		45 MPH.
MP 11.7 and MP 13.9		35 MPH.
MP 11.8 Crossover No. 807 Through turnout Main 1 and Main 2	35 MPH.	35 MPH.
Through turnout Main and Main 2 for movement via 6th Sub.	35 MPH.	35 MPH.
Through turnout end double track	35 MPH.	35 MPH.
MP 13.9 and MP 15.5	60 MPH.	45 MPH.
MP 15.5-Through turnout end double track	35 MPH.	35 MPH.
MP 21.0-Coon Creek through both crossovers	35 MPH.	35 MPH.
MP 38.1 and MP 39.5		50 MPH.
MP 46.9 and MP 47.1	50 MPH.	50 MPH.
MP 57.5 and MP 57.8	50 MPH.	50 MPH.
MP 73.0 and MP 78.6	70 MPH.	
Becker-Between main line switch and 1.6 miles beyond main line switch on NSP Spur on approach track to car dumper building		25 MPH.
From 1.6 miles beyond main line switch to leaving switch of loop track		12 MPH.
Through No. 20 Turnouts at following locations	35 MPH.	35 MPH.
Becker-Main track switches to NSP Spur MP 66 Gregory-End of Double Track Philbrook-Two Main Track CTC Through following turnouts at St. Cloud Jct. East and West No. 11 turnouts at MP 73.7		12 MPH.
East and West No. 20 turnouts at MP 73.8		35 MPH.
No. 11 Mainline turnout at MP 73.9		12 MPH.
MP 105.3 and MP 106.3	30 MPH.	30 MPH.
MP 106.3 and MP 107.0	50 MPH.	50 MPH.
On controlled sidings at Little Falls, Darling, Randall and Lincoln	25 MPH.	25 MPH.
MP 148.1 to Staples Depot to MP 139.7 Eastbound	25 MPH.	25 MPH.
MP 139.7 to Staples Depot to MP 148.1 Westbound	25 MPH.	25 MPH.
MP 187.4 and MP 187.2 Eastbound	55 MPH.	55 MPH.
MP 201.1 and MP 199.5 Eastbound	55 MPH.	55 MPH.
MP 208.4 and MP 208.0 Eastbound	55 MPH.	55 MPH.
MP 224.4 and MP 221.6 Eastbound	50 MPH.	50 MPH.
MP 229.7 and MP 228.1 Eastbound	60 MPH.	
MP 234.5 and MP 234.0 Eastbound	60 MPH.	
MP 187.2 and MP 187.4 Westbound	60 MPH.	MPH.

MP 199.5 and MP 201.1 Westbound	60 MPH.	
MP 208.0 and MP 208.4 Westbound	60 MPH.	
MP 221.6 and MP 224.4 Westbound	60 MPH.	
Detroit Lakes over Lake Street and Washington Avenue crossings		50 MPH.
Detroit Lakes over Soo Line crossing at MP 210.9	40 MPH.	40 MPH.
Detroit Lakes-trains over 100 TON/OB do not exceed 30 MPH. over Soo Line crossing at MP 210.9		
Detroit Lakes on Soo Line transfer	5 MPH.	5 MPH.
Richards Spur Industry Track MP 213.1		5 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.
Head end speed restrictions for eastward freight trains:	Up to 100 tons/OB	Over 100 tons/OB
Eastward absolute signal Begin CTC Mississippi St.		25 MPH.
Signal 4.8 between Union and Soo Line Jct.		35 MPH.
Signal 5.8 between Union and Soo Line Jct.		40 MPH.
Signal 6.8 between Park Jct. and Union		40 MPH.
Signal 9.2 between Park Jct. and East Mpls.		40 MPH.
Passing bridge mounted signal on Main 1 at MP 429.8- Division Street.		25 MPH.
Eastward approach signal 23.0 at Coon Creek	55 MPH.	
Eastward approach signal 41.2 at Elk River	55 MPH.	
Signal 104.8 between Little Falls and Gregory	55 MPH.	
Signal 106.0 East end Little Falls	40 MPH.	30 MPH.
Signal 120.4 between Lincoln and Randall	55 MPH.	
Eastward Signal at MP 140.2 on Main Track 2 at Staples	15 MPH.	10 MPH.
Signal 148.6 between Aldrich and Staples	35 MPH.	25 MPH.

Head end speed restriction for
westward freight trains:

Signal 4.7 between Soo Line Jct. and Union		40 MPH.
Signal 5.7 between Soo Line Jct. and Union	35 MPH.	30 MPH.
Signal 6.7 between Union and East Mpls.		40 MPH.
Westward Home signal Park Jct. Interlocker		40 MPH.
Signal 9.1 between Park Jct. and East Mpls.		35 MPH.
Signal 10.1 between East Mpls. and University		40 MPH.
Signal 104.7 between Gregory and Little Falls	40 MPH.	30 MPH.
Signal 125.1 between Randall and Lincoln	50 MPH.	
Signal 132.5 between Lincoln and Philbrook	55 MPH.	

If the designated signal displays a green aspect, the freight train may
resume normal speed after head end passes signal.

Item 1A, All Subdivisions, applies between Little Falls and
Philbrook on CTC sidings at Little Falls, Darling, Randall and Lincoln.

2. Bridge, Engine and Heavy Car Restrictions-

220,000 lb. ore cars not shorter than 24 ft. and
263,000 lb. ore cars not shorter than 35 ft. may operate.

Locomotives in Groups G, H and I not permitted on following tracks:

Anoka	Federal Cartridge (RH T.O.)
Anoka	Anoka Electric (RH T.O.)
Anoka	City Track (LH T.O.)
Anoka	Howard Lumber
Royalton	Elevator Track

Little Falls	All Spur Tracks
Randall	House Track
Randall	Spur Track
Lincoln	House Track
Staples	TexGas Spur
Staples	North Team Track
Staples	South Team Track
Verndale	South Spur
Verndale	House Track
Wadena	North Track
Wadena	House Track
Wadena	Oil Spur
Wadena	Cenex Spur
New York Mills	North Elevator Track
New York Mills	South Elevator Track
New York Mills	Fertilizer Track
Perham	Tuffy's
Perham	Land-O-Lakes Creamery
Perham	Perco Track
Perham	Tesch Spur
Perham	West Industry Lead (Old westward siding)
Detroit Lakes	Oil Spur
Detroit Lakes	North Elevator Track
Detroit Lakes	2, 3 and 4 Track
Audubon	Elevator Track
Lake Park	Run-A-Round Track
Lake Park	Elevator Tracks
Manitoba Jct.	Jct. Wye Tracks
Hawley	Elevator Track
Hawley	House Track
Glyndon	Elevator Track
Glyndon	Nachurs Spur
Glyndon	Fertilizer Spur

Between Little Falls and Camp Ripley Jct.-

Locomotives in Groups H and I not permitted.

Locomotives in Groups G, H and I not permitted on following tracks:

Belle Prairie	Storage Track
Camp Ripley	Storage Track including the wye

At St. Cloud

In the St. Cloud yard, locomotives in groups G, H, and I are permitted
on the tracks listed below:

Transfers 1 and 2.

West pass

East and west legs of main line wye.

Main line and tracks 1,2,13,14,15 and 16.

Line segment 203 from MP 0.0 to MP 5.0.

North and South Service Tracks

Locomotives in groups G, H, and I not permitted on all tracks not
listed.

3. **Train Register Exceptions-** Conductors on eastward and westward
trains must radio their time by St. Croix to the Northtown East Hump
Dispatcher.

Northtown-Register for trains originating or terminating.

Staples-NRPC trains not required to register.

Dilworth-NRPC trains not required to register.

4. **Clearance Provisions and Exception Rule 82(A)-**

Rule 82(A) does not apply on this Subdivision except:

Northtown-All eastward trains destined east of St. Croix
must obtain a track warrant at Northtown from the
Galesburg dispatcher and a track warrant at North-
town from the Northtown Hump dispatcher listing track
bulletins in effect, if any..

Eastward Soo Line trains will obtain BN track warrant at St. Paul Yard.

Eastward NRPC trains will obtain BN track warrant at Midway Station.

Westward Soo Line and NRPC trains will obtain BN track warrant at
LaCrosse.

Westward BN trains will obtain two track warrants at LaCrosse, one
from train dispatcher-Galesburg and one from train dispatcher-North-
town.

At Coon Creek

Westward trains originating at Northtown via Elk River will receive track bulletins and track warrants at Northtown crew office.

Westward trains originating at Northtown via Seventh Subdivision will receive track bulletins and track warrants via radio from district 8 train dispatchers.

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

Foreign line trains via Seventh Subdivision will receive track bulletins at their originating stations and receive their track warrants via radio from district 8 train dispatchers.

Westward trains via Elk River and Eastward trains via Seventh Subdivision must show time by Coon Creek on delay report.

All trains originating at St. Cloud Jct. and westward trains originating at Northtown must obtain a track warrant listing track bulletins in effect, if any.

Eastward trains departing Staples must obtain a track warrant listing track bulletins in effect, if any.

5. **Rule 99-** Between St. Croix and Coon Creek, when flagging is required distance will be 1 mile.

Between Coon Creek and Dilworth, when flagging is required distance will be 2.5 miles.

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

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

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

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

Bi-directional car defect detector located as follows:

Soo Line MP 394.4 Main 1 Wayside.

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

SPEED CONTROL SIGNS

10(E). NAME-SPEED SIGN.

FIGURE 1



FIGURE 2



FIGURE 3



WHERE ONE SPEED IS SHOWN IT APPLIES TO ALL TRAINS.

FIGURE 4

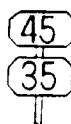


FIGURE 5

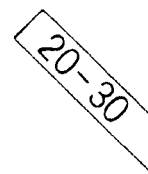
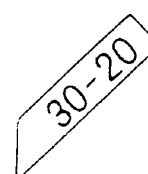


FIGURE 6



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

SPEED CONTROL SIGN INDICATION

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

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

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

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

FIGURE 7



SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED.

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

NAME-RESUME SPEED SIGN.

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

7. **Rule 93-** Yard limits in effect between CTC Mississippi Street and CTC University. Authority to occupy the main track must be obtained from the Northtown Hump train dispatcher as prescribed by Item 9 of the 6th Subdivision.

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

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

When approaching the Carmen's crossing at Interstate the engine whistle must be blown if there are cars on the west end of Receiver #1.

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

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

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

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

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

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

- 10. Soo Line St. Paul Yard-**

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

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

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

- 12. Hazardous Materials-** See Hazardous Material Chart Note 7.

- 13. Power Operated Yard Switches - Northtown Yard**

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

207 through 247 - near Interstate

303 through 307 - near FMC

401 through 453 - East End Receiving Yard

501 through 510 - Hump Underpass Area

601 through 681 - 34th and Bottleneck

817 through 823 - University and East End Transfer Tracks

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

In the absence of a green or yellow light, movement must not be made over switches until permission is received from proper authority.

These switches will not be taken from power to hand without permission of the yardmaster and/or hump dispatcher.

After movement is completed, the switch will be restored to power and the yardmaster and/or hump dispatcher notified.

When necessary to hand-throw one of these power operated yard switches, pull the ring on the outside of the lever latch rod toward the handle of the hand-throw lever. At the same time, raise the lever to the horizontal position and release the ring. The lever latch rod should engage for hand-throw operation. Should it not become engaged, it may be necessary to move the hand-throw lever over to the opposite position before the latch rod will engage for hand-throw operation.

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

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

either of the horizontal positions. The spring loaded rod should move into full engagement.

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

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

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

- 16. Bayport**

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

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

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

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

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

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

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

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

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

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

Trains containing 35 or more loaded 100 ton capacity cars can use only yard tracks 1 through 8.

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

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

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

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

- 25. Glyndon-** Trains moving from Fifth Subdivision must stop within 50 feet of Highway 10 crossing north of Glyndon to activate highway protection.

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

- 1st-Line the west crossover switch to establish block signal protection.
2nd-Line the east switch of crossover.
3rd-Five minutes after first crossover switch was lined, line the switch to the Fifth Subdivision and proceed.

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

Between Glyndon and Dilworth- Prior to arrival at MP 0.0 between Glyndon and Dilworth all trains will switch radio over to Channel 2 for movement instructions from Dilworth Yardmaster and Dilworth Control.

Eastward trains leaving Dilworth will return to Channel 1 east of MP 0.0.

- 26. Becker-** The loop track switch is a spring switch with facing point lock. Normal position of switch is for entering loop track. There is an indicator for movements which indicates lunar when switch is properly lined for movement on tangent track and red when switch is not properly lined for movement on tangent track. Rules 104B and 104M apply.

Width of the coal dumper at NSP power plant, Becker, is 11 feet 6 inches. Locomotive units with bay windows or other accessories that combine to make the unit wider than 11 feet 6 inches, must not go through the dumper building.

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

Other Track Side Warning Detectors located at-

MP 33.8 Eastward and Westward Tracks.
MP 60.4 MT 1 and MT 2
MP 90.7 Eastward and Westward Tracks.
MP 108.5 Main Track.
MP 122.8 Main Track.
MP 174.1 Eastward and Westward Tracks.
MP 203.1 Eastward and Westward Tracks.
MP 226.2 Eastward and Westward Tracks.

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

Trains leaving Northtown Yard will receive a rollby inspection by Mechanical forces or train crew member to insure brakes are released.

At Staples - Upon arrival at Staples conductor on caboosless trains not yarding at Staples will arrange to give outbound train a roll-by inspection and advise outbound crew the condition of the train and rear end device via radio. Caboosless trains yarding at Staples to do switching, or trains otherwise delayed in yard, outbound crew will arrange for their own roll-by inspection.

- 29. Rule 104(B)(5)-** Does not apply unless directed by Train Dispatcher.
- 30. Track Warrant Control-** Where in effect per M/W Rule 35 train location lineup or Track Warrant must be obtained.
- 31. Rules 405 and 450-** In effect on this subdivision.
- 32. Automatic interlockings not indicated at station-** Soo Line crossings at Bald Eagle 14.6 miles west of east Minneapolis.
- 33. Northtown Terminal** is designated as a facility in which carmen will provide immediate brake inspection.

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS				Distance from 7th Street
					Rule 6(A)				
		00429	22	0.5	2MT	SEVENTH STREET JY	CTC	0.0	
				1.4		0.6 WESTMINSTER ST. JX(2)Y		0.6	
				3.2		1.8 DALE ST. XY	2.4		
		00433		5.1	DT	2.0 MIDWAY BRXY	ABS	4.4	
				7.0		1.9			
		00435	216	7.0		ST. ANTHONY IJY		6.3	
				8.4		1.3 UNION YARD BX(2)Y		7.6	
		00436				1.3 MPLS. JCT. IJTYX		8.9	
		00437		9.5		0.8 VAN BUREN ST. IJXY		9.7	
				10.2		1.9 UNIVERSITY JX(2)Y	ABS		
				11.7	2MT		CTC	11.6	

BN Radio Channel No. 1 in service for this Subdivision.
BN Radio Channel No. 2 in service for road crews between Seventh Street and University.

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

7th Street and MP 7.1 30 MPH.
MP 7.1 and MP 9.5 20 MPH.
MP 9.5 and MP 11.7 25 MPH.
Park Jct. and St. Anthony on Minnesota Commercial
connection over Kasota Avenue road crossing 11 MPH.
Through turnouts at following locations 30 MPH.
Seventh Street-end of double track
Seventh Street dividing switch
Seventh Street turnouts main
tracks of First Subdivision
Minneapolis Jct. Wye tracks 8 MPH.
Item 1A, All Subdivisions, applies

2. Bridge, Engine and Heavy Car Restrictions-

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-

Rule 82(A) does not apply on this subdivision except:
NRPC trains originating at Midway Station will not require a clearance, but must obtain track warrants listing track bulletins in effect, if any.

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

6. Handling of High Wide Cars and Close Clearances-

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

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

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

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

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

Before occupying the main track, conductors of trains, yard engines or transfer movements, engineers or hostlers of light engines, and employees in charge of Maintenance of Way track cars, or on-track equipment must obtain main track permission in one of the following forms:

"(Train, engine, transfer movement, or name of employee in charge of M/W track car or on-track equipment) may use (track or tracks) from

- A. _____ to _____
 B. _____ to _____ or _____ until _____ (time)
 C. between _____ and _____
 until _____ " _____ (time)

When requesting main track permission, give your name, location, engine number and specify track or tracks to be used. When main track permission is granted, the instructions must be repeated to the train dispatcher, who will make record of it in train order book, along with name of person repeating the instructions.

When the above permission has been issued to employee in charge of M/W track car or on-track equipment the train dispatcher must not authorize a train, engine or transfer movement into the same territory until the user of the M/W equipment has reported clear.

Track car or M/W on-track equipment must be clear of the track or work completed and switches restored to normal position before expiration of the time specified, and the train dispatcher so advised. If additional time is required, authority must be secured from the train dispatcher before the previously authorized time expires.

Before doing any maintenance of way work which would require the use of impassable track flags (Rule 10 and 10a) or to provide protection for on-track equipment which cannot be readily removed from the track to work, the above permission must be obtained. In addition employee in charge of the work or on-track equipment must place track shunts within the authorized area to indicate stop. Prior to expiration of time authorized, track must be made ready for movement of trains, men and machines must be clear of track, after which shunts must be removed and train dispatcher advised. When this authority has been obtained and track shunt protection is used track flag protection per Rule 10 and 10a will not be required.

The use of track shunts in lieu of track flag protection (Rule 10 and 10a), does not apply in NON-ABS territory.

10. Handling 80 Feet or Longer Cars-

(See All Subdivisions, Item 4A.)

Between Seventh Street and Westminster Street-

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

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

11. Between 7th Street and St. Anthony when trains are stopped on the descending grade, they must remain at stop point until the train brake system is completely recharged.

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from Boyl- ston	EAST WARD ↑	
					Rule 6(A)				
		05013	2108	11.8	BOYLSTON	JT	0.0		
	6,118	06112	28	24.5	12.7		12.7		
	7,129	06100		36.6	FOXBORO		24.7		
	5,690	06088		48.9	12.0	NICKERSON		36.9	
	6,957	06080		57.2	12.2	BRUNO		45.3	
	7,685	06074		63.1	8.4	ASKOV		51.2	
	7,417	06065		71.9	5.9	SANDSTONE	ABS	59.9	
	8,553	06057		80.1	8.7	HINCKLEY	BJ	68.2	
				80.7	8.3	BROOK PARK	TWC	68.3	
	5,557	06046		91.3	0.1	MORA JCT.		79.4	
		06040		96.6	11.1	GRASSTON		84.7	
	5,042	06029		107.4	5.3	BRAHAM		95.5	
	4,958	06018		119.0	10.8	CAMBRIDGE		107.2	
	9,000	06006		131.0	11.7	BETHEL		119.1	
		00448		136.9	11.9	ANDOVER		125.0	
					5.9	COON CREEK	J		

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

1. Speed Restrictions- Zone-Restrictions

Maximum Speeds Permitted

Boylston and Coon Creek 50 MPH.
 Loaded Ore Cars BN 99000-99949 35 MPH.
 Loaded BN 95000 and BN 96000 series hi-sided tac cars 30 MPH.
 Boylston and West End Bridge 15.5 35 MPH.
 West End Bridge MP 15.5 and MP 24.5 40 MPH.
 MP 61.6 and MP 62.9 45 MPH.
 MP 72.0 and MP 72.3 40 MPH.
 Through No. 20 turnouts at:
 Coon Creek and Boylston (Dual Control Switch) 35 MPH.
 Item 1A, all subdivisions, applies between Nickerson and MP 112.0.

2. Bridge, Engine and Heavy Car Restrictions-

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)- None.

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

6. Spring Switches- A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(M).

7. Andover Siding Switches- When a train or engine is stopped by signal governing movement over these switches and no conflicting movement is evident, or when necessary to use these switches for switching purposes, dispatcher must be contacted to obtain permission. When permission is obtained, switches must be handled in accordance with Rule 315 and last paragraph of Rule 315(A). Dual control switches are automatically operated.

8. Track between Mora Jct. and Mora is considered Industrial Track. Rule 105 applies. Maximum speed 25 MPH.

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000H (or subsequent issues) or B. E. Pamphlet 20.

DEFINITIONS

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side of this page.

"TRAIN" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

DOCUMENTATION

§ 174.24 **Shipping Papers.** (a) Except as provided in paragraph (b) of this section, no person may accept for transportation by rail any hazardous material which is subject to this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of the regulations and as outlined in 174.25 (b) and (c). (b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 **Additional Information on waybills, switching orders and other billing.**

(a) Each waybill, switching ticket, switching order or other billing used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.

(b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

- (1) The shipping description consisting of—
 - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
 - (ii) The hazard class specified for the material in the same table;
 - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
 - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
- (2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.
- (3) The placard notation.
- (4) For any entry for a material that is a hazardous substance, the letters "RO" entered either before or after the basic description.

(c) The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last contained * * *", followed by the basic description of the hazardous material last contained in the tank car and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Petroleum Naptha, Combustible liquid, UN 1255, Placarded: COMBUSTIBLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RO" must also be entered on the shipping paper either before or after the basic description.

§ 174.26 **Notice to train crews of placarded cars.**

(a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

(b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing hazardous materials:

EXP — Explosive	POG — Poison Gas
RM — Radioactive	DAN — Dangerous

These codes correspond to the Placard Endorsement found near the upper left-hand corner of the waybill.

NPR — indicates a hazardous material which does not require placards or endorsement.

(c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§ 172.202 and 172.203 of this subchapter.

§ 172.205 **Hazardous waste manifest.**

- (a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required of that person by this section.
- (e) A copy of the manifest bearing all required dates and signatures must be:
 - (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
 - (3) Given to a person representing the designated facility receiving the waste,
- (f) The requirements of paragraphs (d) and (e) of this section do not apply to a rail carrier when waste is delivered to a designated facility by railroad it:
 - (2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility.

PLACARDING

§ 174.59 **Marking and placarding of rail cars.** No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit, must be replaced by those required by Part 172 of this subchapter or by those authorized under 171.12 (a).

Placards shall be displayed on each side and each end of:

- (1) Each rail car, trailer or container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material labeled **RADIOACTIVE YELLOW III**.
- (2) Each rail car, trailer or container containing 1000 lbs. or more of all other hazardous materials, and each tank car or tank container containing any amount of hazardous material.

SWITCHING AND TRAIN PLACEMENT

Regulations for handling placarded cars in switching and placement in train are described in items 174.83 thru 174.93. These requirements are outlined by the chart on the reverse side of this form.

§ 174.8

INSPECTION

(b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).

(c) For inspection requirements applicable to rail cars containing Class A explosives, see §§ 174.10 and 174.104.

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

§ 174.9 Inspection of tank cars.

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

§ 174.10 Inspection of cars at interchange.

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety — generally upwind and to higher ground — and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
 - portion of train involved;
 - initial and number of cars involved;
 - name, hazard class, UN/NA number of commodities involved in accident;
 - any hazardous materials in proximity of accident;
 - precautions to take, to protect yourself and others.

YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fusees. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

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

MP 20.3 for Eastward movement over Bridge 15.5
 MP 61.1 for Westward movement over Bridge 62.4

Other Track Side Warning Detector Locations-

MP 39.3
 MP 66.0
 MP 96.3

10. Rule 104(B)(5)- Does not apply unless directed by Train Dispatcher.**11. Rule 405-** In effect on this subdivision.**12. Track Warrant Control-** Where in effect M/W Rule 35 train location lineup or Track Warrant must be obtained.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv BRANCH LINE STATIONS Rule 6(A)	Distance from Hinckley
	06065		75.4	HINCKLEY BJR	0.0
	51063		62.6	PINE CITY	13.1
	51053		52.7	RUSH CITY	22.9
	51041	214	40.7	NORTH BRANCH	34.9
	51030		28.6	WYOMING	47.0
	51026		24.4	FOREST LAKE	51.2

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

Train Dispatcher Calls-Hinckley-86, Elk River-80

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

Forest Lake and Hinckley 25 MPH.
 Harris- Head end over public crossings from MP 46.0
 and MP 45.5 10 MPH.
 Rush City- Head end over public crossings
 from MP 52.8 and MP 52.3 10 MPH.
 Item 1A, all subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions-

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft.

3. Train Register Exceptions-

Hinckley-Register for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 82(A)- None.**5. Rule 99-** When flagging is required, distance will be 1.0 miles.**6. Rollby Inspection-**Train crews must make inspection at speeds not exceeding 10 MPH at their initial terminal.**7. Between Rush City and Forest Lake, M.P. 25.1 and M.P. 45.8,** when approaching crossings protected by signals or gates it must be known by crews of trains and/or engines that signals or gates are activated before proceeding over crossings. If signals or gates are not activated, a crew member must proceed the movement and give signal from crossing if safe to proceed.**8. Rule 405-** In effect on this subdivision.**9. Track Warrant Control-** M/W Rule 37 and 38 modified and recorded Train Location Lineups used.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS Rule 6(A)	Distance from Superior
	05004		5.5	SUPERIOR BKRTY	0.0
			7.6	54TH ST. IY	2.1
	05008	28	8.8	CENTRAL AVE IJXY To Rices Point Yard on Coal Track 10.1	3.3
			9.4	M&J JCT. IJY	3.9
	05010		10.3	SAUNDERS IJX(2Y)	5.3
	05013		12.6	BOYLSTON JTX	7.7
			15.9	MP 15.9	11.0
9,700	05033		35.2	CARLTON J	28.0
	05039		41.1	CLOQUET	34.0
7,869			50.0	DRACO	42.9
10,480	05055	30	57.7	BROOKSTON J	50.5
9,785	05073		75.6	FLOODWOOD	68.3
9,216	05079		82.2	ISLAND	74.9
9,893	05090		92.1	SWAN RIVER	84.8
9,917	05099		101.0	PHILBIN	93.8
7,036	05106		108.4	GUNN JT	101.3
	05109		112.1	GRAND RAPIDS B	104.3
6,225	05115		117.0	COHASSET T	109.3
6,950	05124		125.7	DEER RIVER	118.1
3,705	05131		132.8	BALL CLUB	125.2
6,228	05151		152.9	SCHLEY	145.7
	05163		164.9	CASS LAKE BKRTY	157.2

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

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

Train Dispatcher Calls-Carlton-79, Floodwood-94,
 Grand Rapids-92, Schley-93, Bemidji-72

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

Superior and Cass Lake 50 MPH.
 Superior and MP 70 40 MPH.
 MP 21.0 and MP 34.0 35 MPH.
 MP 39.8 and MP 41.3 30 MPH.
 MP 46.9 and MP 47.4 35 MPH.
 MP 111.2 and MP 112.3 12 MPH.
 MP 116.1 (End ABS) and Cass Lake 49 MPH.
 Loaded ore BN 99000-99949 35 MPH.
 Loaded BN 95000 and 96000 series hi-sided tac cars 30 MPH.
 Cass Lake-On all tracks head end of train over footwalk
 crossing located at MP 164.5 10 MPH.
 Trains or engines through No. 20 turnouts at following
 locations 35 MPH.
 Saunders Crossovers
 Boylston (Dual Controlled Crossover)
 MP 15.9
 East and West Switch and siding Carlton
 Trains or engines leaving sidings on
 clear signal and through No. 20
 turnouts at following locations 25 MPH.
 Draco
 Brookston
 Floodwood
 Island

Swan River
Philbin
Gunn

Trains and engines through No. 15 turnouts at following locations 25 MPH.
Central Avenue crossover
Saunders (Jct. to Allouez)
Deer River-Head end over city crossings between
MP 125.5 and MP 125.9 25 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-

Brookston, Gunn, Carlton, Central Ave. and Superior,-Rule 82(A) does not apply. Westward Ninth Subdivision trains will require a track warrant at Saunders.

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

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

7. Rule 93- Continuous yard limits in effect between Superior and Saunders.

8. Between Central Avenue and Duluth- Trackage from Central Ave. MP 8.8 and Rices Point Yard MP 1.6 via connecting track at Winter Street is considered Industrial Track, Rule 105 applies and the following speeds apply:

Central Avenue MP 8.8 and Connecting Track MP 3.5 20 MPH.
Connecting Track MP 3.5 and Rices Point
Yard MP 1.6 via Grassy Point Draw 12 MPH.

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

Beginning at MP 3.3 to Grassy Point Draw and from No Name Creek and Rices Point Yard will be two running tracks and will be called East and West running tracks. Switches will be left lined for either the east or west running tracks.

End of east and west running tracks Boston Yard switch will be left lined for West running track.

Switch at the beginning of East and West running tracks at No Name Creek will be left lined for east running track.

Ortran - When a red signal is displayed train must not enter shed.
When a green signal is displayed train can enter shed.

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

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

9. Between Central Avenue and Superior East End-

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

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

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

11. MP 15.9 and East Switch Carlton-

When a train or engine is stopped by signal governing movement over these switches and no conflicting movement is evident, or when necessary to use these switches for switching purposes, dispatcher must be contacted to obtain permission. When permission is obtained, switches must be handled in accordance with Rule 315 and last paragraph of Rule 315(A).

Dual control switches are automatically operated.

MP 15.9- Normal position of switch is for eastward track.

12. Gunn- Before using crossover, obtain permission from train dispatcher.

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

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

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

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

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

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

15. Cass Lake- Whistle signal Rule 15(L) must be sounded by all trains over footwalk. Crossing must be cut immediately. When this crossing is blocked by coupling train, trainmen must remain at the crossing to prevent pedestrians from crossing through the cars.

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

MP 28.1 for Westward movement over Bridge 29.0

Other Track Side Warning Detectors located at-

MP 34.5
MP 60.0
MP 80.3
MP 105.0
MP 130.3

17. Rules 405 and 450- In effect on this subdivision.

18. Track Warrant Control- All movements must be authorized by track warrant.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS Rule 6(A)				Distance from Allouez
	52004	29	6.0	DT	ALLOUEZ	BRTUXY		0.0
			7.9		1.9 KOPPERS SPUR	Y	ABS	1.9
			8.7		1.0 BRIDGE (1.3)	Y		2.9
	05010		10.3		1.3 SAUNDERS	IJXY		4.2

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

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Allouez and Saunders 25 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)-

Allouez and Saunders-Rule 82(A) does not apply.

5. Rule 99- Not required as main track between Allouez and Saunders is Continuous Yard Limits.

- 6. Allouez-** At both the old and new taconite unloading sheds, commonly known as the Index Plant, a red and yellow light has been installed on both ends of this building. If all the movable parts of the unloading mechanism are clear so that the train can move through the shed without interference, the signal will display a permissive yellow color. If there is any part of the mechanism that is not clear the signal will display red and train must stop before entering the shed.

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

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

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

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

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

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

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

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

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

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

Aitkin-Over Highway 169 crossing with engine or leading car-eastward trains 40 MPH.
Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions-

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

3. Train Register Exceptions-

Brainerd-Register for trains originating and terminating only.

4. Clearance Provisions and Exceptions Rule 82(A)- None.

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

6. Sidings- Trains of 25 cars or more exceeding 100 Tons O/B are not permitted to use any sidings except Corona, Woodbury and Loerch.

Trains of less than 25 cars exceeding 100 Tons O/B are permitted to use all sidings except Aitkin and Kimberly.

7. Aitkin- Woodland Container Company and Land O'Lakes Processing Plant are using wheel stops and blue flags to protect cars loading at their dock.

More than one 4-Axle Truck Locomotive or Locomotives with 6-Axle Trucks are prohibited on Burns Box Factory Spur and Hole Track. Track between Deerwood & Ironton is considered Industrial Track. Rule 105 applies. Maximum speed 5 MPH.

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

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

Loading dock tracks 1, 3, and 4.

Pulp tracks 1 and 2.

North coating tracks 1 and 2.

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

Other Track Side Warning Detectors located at:

MP 51.2
MP 88.1
MP 108.0
MP 122.1

11. Rule 405- In effect on this subdivision.

12. Track Warrant Control- All movements must be authorized by Track Warrant Control.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv MAIN LINE STATIONS Rule 6(A)		Distance from Carlton
6,729	05033		28.0	CARLTON	J	0.0
6,387	52138		44.0	CORONA		16.1
	52143		49.5	CROMWELL		21.6
9,000	52147		53.8	WOODBURY		25.4
5,994	52165		71.0	MCGREGOR		43.0
6,503	52173		79.6	KIMBERLY		51.7
5,698	52185	27	91.5	AITKIN		63.6
	52195		101.9	DEERWOOD	TWC	73.9
9,000	52205		111.5	LOERCH		83.5
6,600	52212		118.7	BRAINERD	BKRT	90.7
6,310	52226		132.1	PILLAGER		104.1
6,404	52235		140.8	MOTLEY		112.8
	00567		147.8	STAPLES	BJKRTXY	120.1

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

Train Dispatcher Calls-Carlton-84, McGregor-89, Deerwood-90, Brainerd-83

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Carlton and Staples 49 MPH.
Carlton and Brainerd trains over 100 tons/OB 40 MPH.
MP 42.8 and MP 43.1 35 MPH.
MP 91.3 and MP 91.4 40 MPH.
MP 93.6 and MP 95.5 35 MPH.
MP 97.4 and MP 98.7 35 MPH.
MP 117 and MP 119.2 25 MPH.
Through No. 20 turnout at Carlton Jct. 25 MPH.

WESTWARD

Length of Siding In Feet		Station Nos.	Line Segment	Mile Post Location	12th Subdiv MAIN LINE STATIONS		Distance from Brookston
Rule 6(A)							
	05055	236		58.0	BROOKSTON	J	0.0
7,686	52311			69.2	11.4 BADEN	CTC	11.4
7,664	52325			82.7	13.6 FERMOY		25.0
7,616	52338			97.4	14.9 ONEGA		39.9
	52401			107.5 0.0	KELLY LAKE To Emmert 6.7	BJKRTY	50.3
	52354	237		3.8	KEEWATIN	TWC ABS	54.3
	52362			9.4	5.6 NASHWAUK		59.9
5292	52373			16.0	6.6 CALUMET		66.5
	52376			21.4	5.4 TACONITE JCT		71.9
5402	52382			25.8	4.6 CANISTEO		76.5
	05106			31.3	5.2 GUNN	JT	81.7

EASTWARD

BN Radio channel No.1 in service on this subdivision.
Train Dispatcher Calls-Floodwood-94, Grand Rapids-92,
Kelly Lake-91

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Brookston and Kelly Lake	45 MPH.
MP 58.0 and MP 59.1	25 MPH.
MP 59.1 and MP 59.3	12 MPH.
Kelly Lake and Gunn MP 31.3	35 MPH.
MP 29.3 and MP 31.3	22 MPH.
Gunn-All trains over junction switches	22 MPH.
Taconite Jct.-Westward trains approaching absolute signal at BN. MP 21.5	30 MPH.
Over bridge 16.6 between Calumet and Taconite Jct.	10 MPH.
Over Holman Bridge A-49A between DMIR MP 48 and MP 49 between Calumet and Taconite Jct.	20 MPH.
Kelly Lake- Eastward passing signals 0.2 and 0.26	10 MPH.
Westward passing signal 107.5	10 MPH.
Loaded ore cars BN 99000-99949	35 MPH.
Loaded BN 95000 and BN 96000 series hi-sided tac cars	30 MPH.
Trains or engines leaving siding on clear signal and through No. 20 turnouts at following locations	25 MPH.
Baden	
Fermoy	
Onega	
Item 1a, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars
not shorter than 35 feet may operate.

3. Train Register Exceptions-

Kelly Lake-Register for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 82(A)-

Brookston-Rule 82(A) does not apply.

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

6. Spring Switches- A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(M).

Spring Switches without Facing Point Lock-

Kelly Lake, west wye switch,

Normal position is for West Leg Wye.

7. Trackage between Kelly Lake and Emmert and at Virginia is considered Industrial track and Rule 105 will apply. Maximum speed is 20 MPH. Trackage between DMIR Branch Jct. and Emmert will be governed by DMIR current timetable and Special Instructions. Speed through Hibbing is 12 MPH. Maximum speed on Hibbing Taconite Mine Spur is 20 MPH except loaded Taconite Trains must not exceed 12 MPH 1.2 miles from Hibbing Taconite Jct. switch and to Hibbing Taconite switch. All Subdivisions Item 1a will apply on this Industrial trackage.

8. Between Calumet and Canisto between MP 19.8 and MP 24.0 main track will be used jointly by BN and DM&IR and authority for train movements is controlled by BN and BN Rules and Timetable will govern.

9. The following Track Side Warning Detectors protect Bridges, Tunnels or other Structures-

MP 60.5 for Eastward movement over Bridge 59.3

Other Track Side Warning Detectors located at-

MP 29.7

MP 67.0

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

11. At the National Taconite Loading Facility- A red and yellow light has been installed on both ends. If all of the moveable parts of the loading mechanism are clear so that the train can move through the facility without interference, then signal will display a permission yellow color aspect.

12. Rule 104(B)(5)- Does not apply between Kelly Lake and Gunn unless directed by train dispatcher.

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

14. Hibbing Taconite Plant- Do not exceed 5 MPH between first switch and the first road crossing as entering the plant routing over track scale, and 2 MPH over scale when weighing cars. BN Pool cabooses and BN 11900 series cabooses must be cut off prior to completion of loading as caboose will not clear loading chutes. Caboose can be recoupled when loading is completed and chutes are clear of train.

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

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

15. Rules 405 and 450- In effect on this subdivision.

16. Track Warrant Control- All movements must be authorized by track warrant.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv MAIN LINE STATIONS		Distance from Mpls. Jct.
				Rule 6(A)		
	00437	217	9.5	MPLS. JCT.	IJTX	0.0
			9.7	0.5 HARRISON ST.	IJTY	0.5
			10.8	To Van Buren St. 0.9 1.6		
	03002		10.8	1ST ST. NORTH	Y	2.1
	03004		12.4	1.0 LYNDALE JCT.	JY	3.1
10,722	03014		24.3	11.7 WAYZATA	Y	14.8
	03022		31.6	7.5 MAPLE PLAIN		22.3
10,291	03029		38.6	7.0 DELANO		29.3
15,614	03043		53.0	14.4 HOWARD LAKE		43.7
7,277	03050		59.4	6.3 COKATO		50.0
8,547	03056	65.2	5.8 DASSEL		55.8	
	03061	70.3	5.1 DARWIN		60.9	
8,713	03067	76.4	6.2 LITCHFIELD		67.1	
	03074	84.1	7.7 GROVE CITY		74.8	
10,452	03080	89.2	5.1 ATWATER		79.9	
	03087	96.6	7.4 KANDIYOHI		87.3	
	03092	102.3	5.8 WILLMAR	BJKRTX(2)	93.1	
	03099	108.9	6.6 PENNOCK		99.7	
8,866	03107	116.3	7.4 KERKHOVEN		107.1	
	03111	120.8	4.5 MURDOCK		111.6	
	03116	125.3	4.6 DE GRAFF		116.2	
18,443	03123	132.3	7.0 BENSON	JTX(2)	123.2	
	03129	138.5	6.2 CLONTARF		129.4	
	03139	148.7	10.2 HANCOCK		139.6	
20,074	03148	157.6	8.8 MORRIS	JRTX	148.4	
7,384	03156	165.7	8.2 DONNELLY		156.6	
	03167	176.2	10.5 HERMAN		167.1	
7,174	03172	181.0	4.9 NORCROSS		172.0	
	03183	192.7	11.5 TINTAH		183.5	
	03186	195.6	2.8 ABERDEEN LINE JCT.	J	186.3	
13,756	03190	199.8	4.4 CAMPBELL		190.7	
	03198	206.9	7.2 DORAN		197.9	
16,966	03204	215.0	7.9 BRECKENRIDGE	TX(2)Y	205.8	
	03209	0.0	1.8 WAHPETON JCT.	JY	210.6	
	10012	12.3	12.4 KENT		223.0	
9,510	10021	21.3	9.0 WOLVERTON		232.0	
	10028	28.1	6.8 COMSTOCK	TWC	238.8	
5,966		42.2	13.1 SOUTH MOORHEAD	Y	251.9	

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

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

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

Radio Channel No. 2 in service between South Moorhead and Jy. Jct.
Train Dispatcher Calls-Delano-50, Dassel-51, Willmar-52, Benson-31, Morris-54, Tintah-56, Wolverton-47.

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

Note: Between MP 41.1 and MP 42.2 South Moorhead employees are under jurisdiction of Dakota Division General Manager.

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

Mpls. Jct. and South Moorhead	40 MPH.
MP 9.5 and MP 9.7	8 MPH.
MP 9.7 and MP 13.4	25 MPH.
MP 23.6 and MP 24.5	30 MPH.
Over bridge 53.3	30 MPH.
MP 132.4 and MP 134.3	25 MPH.
MP 156.5 and MP 158.0	25 MPH.
1st St. North and Mpls. Jct. handling cars 315,000 lbs. or heavier	10 MPH.
MP 134.2A on noncontrolled siding Benson	10 MPH.

**Up to 100
tons/OB****Over 100
tons/OB**

Trains or engines through No. 20 turnouts at following locations:	35 MPH.	35 MPH.
End of two main tracks at MP 98.0 and MP 105.0		
Crossover just west of stockyards at Willmar		
East switch at Breckenridge		
Trains or engines through turnouts at following locations	25 MPH.	25 MPH.
East and west siding switches at Wayzata, Delano, Howard Lake, Atwater, Kerkhoven, Morris, Donnelly and Norcross.		
East siding switch at Litchfield and Benson		
East power crossover at Benson		
West siding switch at Campbell		
Trains or engines through turnouts and on sidings at following locations	10 MPH.	10 MPH.
West power crossover at Benson		
East and west siding switches at Cokato and Dassel.		

Sidings at:		
Wayzata	25 MPH.	25 MPH.
Delano	25 MPH.	25 MPH.
Howard Lake	25 MPH.	10 MPH.
Cokato	10 MPH.	not permitted
Dassel	10 MPH.	not permitted
Litchfield	25 MPH.	10 MPH.
Atwater	10 MPH.	10 MPH.
Kerkhoven	25 MPH.	25 MPH.
Benson	25 MPH.	25 MPH.
Morris	25 MPH.	25 MPH.
Donnelly	25 MPH.	25 MPH.
Norcross	25 MPH.	25 MPH.
Campbell	25 MPH.	25 MPH.
Wolverton	10 MPH.	10 MPH.
Willmar scale lead	10 MPH.	10 MPH.
Willmar East Rip Track Switch	5 MPH.	5 MPH.
Crossover at Sioux Line Jct. between N. & S. leads & N. & S. Main Track	5 MPH.	5 MPH.
Item 1A, All Subdivisions, applies between Mpls. Jct. and Lyndale Jct.		

2. Bridge, Engine and Heavy Car Restrictions-

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Locomotives in Groups G, H and I not permitted on following tracks:

Howard Lake	Littfin Lumber Spur
Pennock	Midland Coop Spur
Willmar	N. Round House Lead, between Rip Track Switch and 400 feet east of switch.

3. Train Register Exceptions-

Morris-Register for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 82(A)-

Mpls. Jct., Lyndale Jct., Willmar and Breckenridge-Rule 82(A) does not apply.

Breckenridge, Willmar, and Northtown-Originating trains must obtain Track Warrant listing track bulletins in effect if any.

5. Rule 99- When flagging is required, distances will be 1.5 miles.**6. Speed Test Boards-** Engineers shall test speed of their trains passing following points as compared with Speed Table:

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

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

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

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

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

7. Automatic Interlockings not Indicated at Station-

Soo crossing 2.3 miles west of Tintah.

8. CTC- Two main tracks between MP 98.0 and MP 105.0.**9. Red River Valley Western operates Main Track from Mp 212.32 and MP 0.0 to MP 8.0. Rule 93 Yard Limits are in effect within these limits. Burlington Northern trains must contact RRVW Operations on BN Channel 1 for permission to pass MP 8 Eastward and MP 212.32 Westward.****10. Dakota Rail Wayzata to Hutchinson-**

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

11. Yard limits in effect between MP 38.5 and South Moorhead.**12. The following crossings must be protected by flagman-**

Campbell-On house track over state aid road No. 11 just west of depot.

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

Donnelly-On industry track over Fourth Street crossing.

Litchfield-House track over Holcombe, Sibley and Swift Avenues.

Cokato-Green Giant Spur.

13. Minneapolis Terminal Area- City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.**14. Between CTC Wayzata and Mpls Jct. Including Harrison St. to Van Buren St.-** Authority to occupy the main track must be obtained from the Northtown Hump train dispatcher as prescribed by Item 9 of the 6th Subdivision.**15. Wayzata-** When trains meet at Wayzata the Eastbound will be held at MP 25.0 to eliminate noise and complaints from residents along our right away. Eastbounds must communicate with Willmar District Dispatcher for permission to pass MP 25.0.**16. Maple Plain-** Normal position of switch leading into spur No. 2 will be lined for spur No. 2.**17. Cokato-** Derail placed on both ends of controlled siding.

Benson- The 6th Subdivision switch when lined for 6th Subdivision will display red target on non-controlled siding.

18. Kent- When elevator track is occupied by a train, members of train crew must be stationed at Third Street crossing and also at State Aid Road No. 7 crossing to flag highway traffic over these crossings.**19. Dimensional Shipments-** Conductors handling dimensional or special shipments in trains departing Northtown will advise 43rd Avenue operator of such cars and their placement in train. Operator at 43rd Avenue will in turn notify train dispatcher. Notification of 43rd Avenue operator by conductor will serve to fulfill requirements of Rule 625 that refers to notification of train dispatcher.**20. Between 1st Street North and Lyndale Jct-**Conductors of trains must advise yardmaster at 35th Ave. if their train contains high or wide loads that may restrict their movement, and be governed by yardmaster's yarding instructions.**21. Multi-Level Loads Autos-** Multi-level loads autos exceeding 19 feet 0 inches ATR cannot be handled between Lyndale Jct. and Harrison Street. (Autos exceeding 19 feet 0 inches ATR must be accompanied by a clearance message from Clearance Bureau, to prevent mis-routing.)**22. Rollby Inspection-** Are required by train crews at initial terminals.

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

23. Track Side Warning Detectors Protecting Bridges, Tunnels or other Structures- None.**Other Track Side Warning Detectors Located at-**

MP 51.2 Main Track
MP 161.1 Main Track
MP 189.9 Main Track

24. Track Warrant Control-

Wahpeton Jct. and South Moorhead- All movements must be authorized by Track Warrant.

Where in effect M/W rule 35 train location lineup or Track Warrant must be obtained.

25. Rules 405 and 450- In effect on this subdivision.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS		Distance from Lyndale Jct.
					Rule 6(A)		
		03004	202	0.0	LYNDALE JCT.	JY	0.0
				1.6			
		09001		1.7	M. W. JCT.	JY	1.6
					3.4		
		09005		5.1	ROBBINSDALE		5.0
					6.5		
4,730	09011	11.6			OSSEO		11.5
					9.0		
5,190	09020	20.6		ROGERS		20.5	
				6.2			
	09027	26.9		ALBERTVILLE		26.7	
				8.5			
	09035	35.5		MONTICELLO		35.2	

BN Radio Channel No. 1 in service on this Subdivision.
BN Radio Channel No. 3 in service for Minneapolis area.

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

Lyndale Jct. and Monticello..... 25 MPH.

Between absolute signals of interlocking located 0.9 miles west of Lyndale Jct. 12 MPH.

On Georgia Pacific Spur between MP 10.0 and MP 11.0 between Robbinsdale & Osseo 5 MPH.

Item No. 1A-All subdivisions applies

2. Bridge, Engine and Heavy Car Restrictions-

Item 5c and 5d not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)-**

MW Jct and Lyndale Jct.-Rule 82(A) does not apply.

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

6. Automatic Interlockings not Indicated at Station-

Soo crossing 0.9 miles west of Lyndale Jct.

Soo crossing 1.3 miles west of Robbinsdale.

- 7. Rule 93-** Yard limits in effect between Lyndale Jct. and M.W. Jct. authority to occupy the Main track must be obtained from the Northtown West Hump train dispatcher as prescribed by Item 9 of the 6th Subdivision.

8. Between Monticello and Northern States Power Company Spur-

Track is considered industrial track. Rule 105 applies. Maximum speed 25 MPH.

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

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

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

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

- 12. Track Warrant Control-** Where in effect M/W Rule 35 train location lineup or Track Warrant must be obtained.

- 13. Rule 405-** In effect on this subdivision.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv MAIN LINE STATIONS		Distance from Sioux City	EASTWARD ↑
					Rule 6(A)			
			144	102.0	MP 102.0	Y	7.0	
	07104			104.6	FERRY	JTY	4.8	
				107.7	FLOYD	Y	1.6	
					1.6			
	07109			223.2	SIoux CITY (18th Street Yard)	BJKRTY	0.0	
					8.9			
	07118			212.7	HINTON		8.9	
					1.3			
	07119			211.4	WREN TOWER	A	10.2	
					5.5			
7,000	07125		205.9	MERRILL		15.7		
				12.5				
	07138		193.4	STRUBLE		28.2		
				13.2				
5,595	07151		180.2	SIoux CENTER		41.4		
				3.4				
7,000	07154		176.8	AIRPORT		44.8		
				13.2				
	07168		163.6	DOON		58.0		
				5.7				
5,198	07173		158.0	ALVORD		63.7		
				6.8				
	07180		151.1	LESTER		70.5		
				6.5				
7,000	07187		144.7	HILLS		77.0		
				6.6				
	07194		138.1	MANLEY	A	83.6		
				10.7				
7,277	07204		127.3	GARRETSON	JRTY	94.3		
				3.3				
	07207		124.0	SHERMAN		97.6		
				7.7				
	07215		116.3	JASPER		105.3		
				4.6				
6,170	07220		111.7	IHLEN		109.9		
				3.5				
	07223	197	108.2	SPLIT ROCK	TWC	113.4		
				3.3				
1,895	07226		105.0	PIPESTONE		116.7		
				8.8				
	07235		96.2	HOLLAND		125.5		
				7.8				
7,000	07243		88.3	RUTHTON		133.3		
				5.0				
	07248		83.3	FLORENCE		138.3		
				7.9				
2,880	07256	75.5	RUSSELL		146.2			
			5.9					
	07262	69.6	LYND		152.1			
			7.0					
7,553	07270	62.6	MARSHALL	RY	159.1			
			12.7					
	07281	50.0	COTTONWOOD		171.8			
			2.6					
7,000	07283	47.4	SHAM LAKE		174.4			
			3.6					
3,070	07288	43.8	HANLEY FALLS	JT	178.0			
			9.6					
5,013	07297	34.2	GRANITE FALLS	A	187.6			
			5.6					
	07303	28.6	ASBURY		193.2			
			3.5					
	07306	25.2	MAYNARD		196.7			
			5.9					
7,569	07312	19.2	CLARA CITY		202.6			
			7.6					
2,757	07320	11.6	RAYMOND		210.2			
			6.1					
	07326	5.5	PRIAM		216.3			
			5.9					
	03092		0.0	WILLMAR	BJKRTXY	222.2		

BN Radio Channel No. 1 in service on this Subdivision.
 BN Radio Channel No. 2 in service for Sioux City and Willmar Area
 between MP 2 and Willmar
 Train Dispatcher Calls-Willmar 73, Granite Falls-62, Marshall-63,
 Pipestone-64, Garretson-65, Sioux Center-67, Sioux City-53.

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

Willmar and Sioux City	40 MPH.
Hanley Falls-on connection track to Minn. Valley RR and connection tracks to 19th Subdivision	5 MPH.
Head end speed restriction for eastward trains MP 32.0 and westward trains MP 34.0	30 MPH.
Pipestone MP 104.3 to MP 106.0 Head end speed restriction over public crossings.....	30 MPH.
Pipestone-on Rock Island main track and GN transfer track	5 MPH.
Sioux City MP 222.2 Head end speed restriction over 18th Street crossing.....	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in groups H and I must not operate on following tracks:
South Sioux City line from 600 feet north of switch to end
of track.

3. Train Register Exceptions-**Marshall and Garretson-**Register for trains originating or terminating.**4. Clearance Provisions and Exceptions Rule 82(A)-** None.**5. Rule 99-** When flagging is required, distances will be 2 miles.**6. Speed Test Boards-** Engineers shall test speed of their trains
passing following points as compared with Speed Table:

Eastward trains between MP 7.0 and MP 8.0 between Willmar and
Raymond.

Westward trains between MP 121.0 and MP 122.0 between Garretson
and Jasper.

Eastward trains, between MP 134.0 and MP 135.0 between Garretson
and Hills.

Westward trains, between MP 208.0 and MP 209.0 between Wren
Tower and Merrill.

7. Granite Falls- Trains and engines occupying main track at depot or
lining west siding switch or crossover switches, for movements out of
siding automatically set up route for westward movement through
interlocking provided no conflicting movement on Soo Line track, and
will hold this set up for a period of approximately four minutes, after
which, if route is not used, automatic interlocking control can be
taken away by Soo Line trains or engines approaching crossing. If a
train occupies main track at depot for a period in excess of four
minutes, trainman must operate push button to obtain interlocking
route. Push button boxes must be kept closed and locked except
when in use.**8. Cottonwood-** Crossing signals must be activated on elevator track
prior to occupying crossing.**9. Sidings-** Trains over 100 Tons/OB not permitted on siding at Alvord
and Sioux Center. This restriction will not prohibit the placing of
loaded cars, regardless of weight, on these sidings.**10. Rollby Inspection-** Are required by train crews when entering main
track at junction points and at initial terminals. A rollby of one side is
always required. If delay to the train will not result, both sides should
be inspected. These rollbys will be made at speeds not exceeding 10
MPH.**11. Lakes Division ends at MP 102.0****12. Track Warrant Control-** Where in effect M/W Rule 35 train location
lineup or Track Warrant must be obtained.**13. Rule 405-** In effect on this subdivision.

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS		Distance from Benson	EASTWARD ↑
					Rule 6(A)			
		03123		0.0	BENSON	JTY	0.0	
					7.9			
		54007		7.1	DANVERS		7.9	
					7.9			
		54015		15.0	HOLLOWAY		15.8	
					6.2			
2.412		54021		21.2	APPLETON	AJY	22.0	
					8.7			
		54030		29.9	LOUISBURG		30.7	
					6.4			
		54036		36.4	BELLINGHAM		37.1	
					9.2			
		54046		45.5	NASSAU		46.3	
					11.7			
		54057		57.1	LA BOLT		58.0	
					7.6			
		54065	200	64.8	STOCKHOLM		65.6	
					7.2		TWC	
2.639		54072		72.0	SOUTH SHORE		72.8	
					19.2			
		54091		91.2	WATERTOWN	RUJ	92.0	
					9.9			
		54101		101.0	GROVER		101.9	
					6.3			
		54107		107.4	HAZEL		108.2	
					6.9			
		54114		114.8	VIENNA		115.1	
					9.0			
		54123		123.2	WILLOW LAKE		124.1	
					12.1			
		54135		135.3	BANCROFT		136.2	
					4.4			
		54140		139.7	OSCEOLA		140.6	
					8.1			
		54148		147.5	YALE		148.7	
					13.2			
		54161		161.0	HURON	JMTY	161.9	

Between Huron and Wolsey DM&E Timetable governs.

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

Train Dispatcher Calls-Appleton-57, Nassau-58, Watertown-59,
Willow Lake-60, Huron-61.

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

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

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted between Louisburg
and Huron.**3. Watertown-** Only one 4 axle unit allowed to switch Northeast
Terminal. Six axle units not allowed.

Loaded 100 ton capacity cars not permitted on rendering plant track.

4. Train Register Exceptions- None.**5. Clearance provisions and exceptions Rule 82(A)-**
None except:

Appleton-Rule 82(A) does not apply except eastward trains operating
between Stateline and Appleton via Soo Line will require Soo Line
clearance at Aberdeen.

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

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

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

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

Switch located at MP 21.4 between Appleton and Louisburg is to be lined for Soo Line connection except when changed for immediate use.

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

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

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

Maximum authorized speed over the switch at MP 21.4 is 12 MPH when operating in either direction on the 16th subdivision or when operating via the new connection track.

Trains entering the Soo Line Ortonville Subdivision and trains operating Appleton to State via Soo Line track must contact the Soo Line dispatcher and be governed by his instruction. From Appleton Depot phone 1-(612)339-3567 or 3585 or use dispatcher phone located near switch at MP 579.0 if necessary.

8. Huron- Movement over DM&E crossing by BN trains will require gates to be lined and locked to cross DM&E Track until movement is complete. Thereafter gates will be relined and locked across BN track.**9. Rollby Inspection-** Are required by train crews at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.**10. Track Warrant Control-** Where in effect M/W Rule 35 train location lineup or Track Warrant must be obtained.**11. Rule 405-** In effect on this subdivision.

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv BRANCH LINE STATIONS		Distance from Morris	
					Rule 6(A)			
		03148	201	0.0	MORRIS	JRTXY	0.0	
		54507		7.2	8.2	ALBERTA		8.2
		54513		13.3	6.1	CHOKIO		14.3
		54519		19.2	5.9	JOHNSON	TWC	20.2
		54526		26.2	7.0	GRACEVILLE		27.2
		54532		32.1	5.9	BARRY		33.1
		54539		39.4	7.3	BEARDSLEY		40.4
		54546		46.9	7.4	BROWNS VALLEY		47.8

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

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	18th Subdiv BRANCH LINE STATIONS		Distance from Geneseo Jct.
	Rule 6(A)						
		03186	209	0.0	ABERDEEN LINE JCT.	JY	44.8
		54601		0.6	B. N. JCT.	JY	44.2

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

54645	43.3	GENESEO JCT.	J	0.0
54651	48.7	6.1	CAYUGA	6.1
54657	54.8	6.1	RUTLAND	12.2
54666	64.1	9.4	HAVANA	21.6
54673	70.7	6.5	KIDDER	28.1
54680	74.2	3.6	JARRETT JCT.	JUY
54687	84.9	10.7	AMHERST	42.4
54694	91.3	6.4	CLAREMONT	48.8
54704	102.3	10.8	PUTNEY	59.6
54721	119.0	17.0	ABERDEEN	BJKRTY

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

Train Dispatcher Calls-Rutland-49

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

Morris and Browns Valley	(17th Subdivision)	25 MPH.
MP 40.0 and MP 46.9	(17th Subdivision)	10 MPH.
Geneseo Jct. and Aberdeen	(18th Subdivision)	25 MPH.
Item 1A, All Subdivisions, applies.		

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Item 5c and 5d not permitted between Beardsley MP 40.0 and Browns Valley MP 46.9, 17th Subdivision.

Locomotives in Groups E, G, H and I not permitted on 17th Subdivision between Beardsley and Browns Valley.

Locomotives in Groups G, H and I not permitted on 18th Subdivision.

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)-
None except:**

Eastward 18th Subdivision trains will require Soo Line clearance at Aberdeen, if operating beyond Geneseo Jct.

Westward 18th Subdivision trains originating at BN Jct. will require Soo Line Track Warrant. Track Warrant will be obtained by contacting Soo Line dispatcher on BN channel 1 at BN Jct. Track Bulletins in effect must be obtained at Willmar or Dilworth.

18th Subdivision trains will receive their track warrants and track bulletins at Aberdeen via the facsimile device. Conductors going on duty at Aberdeen will call the operator at Willmar (8231-5546 or 619), identify themselves and their train by engine number and request a track warrant and respective track bulletins in effect. Track Warrants and Track Bulletins will also be received by trainmen through direct radio or phone contact with the Train Dispatcher.

Speed Test Boards:

Engineers shall test speed of their trains passing following points as compared with speed table:

Eastward Trains between MP 116 and MP 115.

5. Rule 99- When required to flag, distance will be 1 mile.**6. Rollby Inspection-** Are required by train crews at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.

7. **Between Jarrett Jct. and Britton-** Track is considered industrial track. Rule 105 applies. Maximum speed 25 MPH.
8. **Track Warrant Control-** M/W Rules 37 and 38 modified and recorded Train Location Lineups used.
9. **Rule 405-** In effect on these subdivisions.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	19th Subdiv BRANCH LINE STATIONS		Distance from Hanley Falls	
					Rule 6(A)			
		07288	223	0.0	HANLEY FALLS	JTY	0.0	
		53506		6.1	HAZEL RUN		6.1	
		53511		11.4	CLARKFIELD		11.4	
		53517		17.8	BOYD		17.8	
		53526		27.1	DAWSON	Y	27.1	
		53535		36.0	MADISON	Y	36.0	

BN Radio Channel No. 1 in service for this Subdivision.
Train Dispatcher Calls-Granite Falls-62

1. **Speed Restrictions-
Zone-Between** Maximum Speeds Permitted
Hanley Falls and Madison..... 25 MPH.
Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions-**
Item 5d not permitted.
3. **Train Register Exceptions-** None.
4. **Clearance Provisions and Exceptions Rule 82(A)-** None.
5. **Rule 99-** When required to flag, distance will be .5 miles.
6. **Rollby Inspection-** Are required by train crews when entering this subdivision at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.
7. **Track Warrant Control-** M/W Rules 37 and 38 modified and recorded Train Location Lineups used.
8. **Rule 405-** In effect on this subdivision.
9. **Dawson-**No clearance between elevator track and main track MP 27.1.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	20th Subdiv BRANCH LINE STATIONS		Distance from Garretson	
					Rule 6(A)			
		07204	198	127.3	GARRETSON	JRTY	0.0	
		54408			8.2	CORSON	TWC	8.2
		54418			10.2	SIoux FALLS	BJKRTUY	18.4

BN Radio Channel No. 2 in service for yard forces Sioux Falls area.
BN Radio Channel No. 1 in service for this Subdivision.
Train Dispatcher Calls-Corson-65

1. **Speed Restrictions-
Zone-Between** Maximum Speeds Permitted
Garretson and Sioux Falls..... 25 MPH.
Sioux Falls-
Within yard limits 12 MPH.

Approaching 6th and 8th Street Crossings..... 5 MPH.
Item No. 1A-All Subdivisions applies.

2. **Bridge, Engine and Heavy Car Restrictions-**
Item 5d not permitted.
Locomotives in Group G, H and I not permitted west of Sioux Falls MP 145.7.
3. **Train Register Exceptions-**
Garretson-Register for trains originating or terminating.
4. **Clearance Provisions and Exceptions Rule 82(A)-** None.
5. **Rule 99-** When required to flag, distance will be 1.0 miles.
6. **Automatic Interlockings not Indicated at Station-**
CNW crossing 3.9 miles east of Sioux Falls.
7. **Rollby Inspection-** Are required by train crews when entering this subdivision at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.
8. **Track Warrant Control-** Where in effect M/W Rule 35 train location lineup or Track Warrant must be obtained.
9. **Rule 405-** In effect on this subdivision.

WESTWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	21th Subdiv BRANCH LINE STATIONS		Distance from Sioux Falls	
				Rule 6(A)			
	54418	199	0.0	(BN and CNW Crossings)		0.0	
	54298		1.09	SI OUX FALLS	BJKRTUY	1.4	
	54297		2.9	1.4	EAST JCT.	JY	1.4
	54293		9.9	1.7	WEST JCT.	JY	3.1
	54287		14.8	7.0	CROOKS		10.1
	54281		20.6	4.9	LYONS		15.0
	54274		28.2	6.2	COLTON	TWC	21.2
				6.2			
				CHESTER		28.8	
			35.8	7.6			
	54266	224	325.2	WENTWORTH		36.4	
	54807		334.6	7.4	MADISON	Y	43.8

BN Radio Channel No. 1 in service on this Subdivision.
BN Radio Channel No. 2 in service for yard forces Sioux Falls area.
Train Dispatcher Calls-Corson-65.

1. **Speed Restrictions-
Zone-Between** Maximum Speeds Permitted
Sioux Falls and Madison..... 25 MPH.
Sioux Falls-approaching 6th and 8th Street crossings..... 5 MPH.
Sioux Falls-within city limits to MP 4.0 12 MPH.
Wentworth-over new connecting track 5 MPH.
Item 1A, all Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions-**
Item 5d not permitted.
3. **Train Register Exceptions-** None.
4. **Clearance Provisions and Exceptions Rule 82(A)-** None.
5. **Rule 99-** When required to flag, the distance will be 1 mile.
6. **Sioux Falls (Between West Junction and Dell Rapids)-**
Prior to occupying L. G. Everest Company tracks, conductor must obtain "track permission" from L. G. Everest Company in the following form, by calling (605) 428-5419: "Engine (number) may move be-

tween West Junction and Dell Rapids after (time). Tracks clear of L. G. Everest Company engines and cars. Report clear."

Do not exceed 10 MPH on L. G. Everest tracks.

Rule 93 in effect on L. G. Everest tracks.

Rule 97 does not apply on L. G. Everest tracks.

7. **Sioux Falls-** Normal position for main track switch at east and west junction is lined and locked for 21th Subdivision.

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

9. **Track Warrant Control-** M/W Rules 37 and 38 modified and recorded Train Location Lineups used.

10. **Rule 405-** In effect on this subdivision.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	22th Subdiv BRANCH LINE STATIONS	Distance from Canton
				Rule 6(A)	
	60320		50.5	CANTON JTY	0.0
				11.4	
3,441	60308	2003	61.3	HARRISBURG	11.4
				8.2	
	60300		69.5	SOUTH YARD Y TWC	19.6
				1.2	
				(BN and CNW Crossings)	
	54418	199	0.0	SIoux FALLS BJKRTUY	20.8

BN Radio Channel No. 1 in service on this Subdivision.
BN Radio Channel No. 2 for Yard Forces at Sioux Falls.
Dispatcher Calls-Viborg-68

1. **Speed Restrictions-
Zone-Between**

Maximum Speeds Permitted

Canton and Sioux Falls 25 MPH.
MP 66.0 and Sioux Falls (within City Limits) 12 MPH.
Canton Wye Tracks 10 MPH.
Industry, yard track (except Sioux Falls Yard) and
sidings this subdivision 5 MPH.
Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted.

3. **Train Register Exceptions-** None.

4. **Clearance Provisions and Exceptions Rule 82(A)-** None.

5. **Rule 99-** When required to flag, the distance will be 1 mile.

6. **Canton-** North Switch on Wye track may be lined and locked for either 22th or 24th Subdiv. Target in place for 22th Subdiv.

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

8. **Track Warrant Control-** M/W Rules 37 and 38 modified and recorded Train Location Lineups used.

9. **Rule 405-** In effect on this subdivision.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	23th Subdiv BRANCH LINE STATIONS	Distance from Sioux City
				Rule 6(A)	
	60000		513.1	SIoux CITY (East Yard) Y	0.0
				6.0	
	60006		519.1	NORTH SIoux CITY Y	6.0
				6.5	
	60013		525.6	JEFFERSON	12.5
				7.7	
	60021		533.4	EAST WYE SWITCH JT	20.2
				0.7	
	60022		534.0	ELK POINT	20.9
				8.6	
	60030		542.6	BURBANK	29.5
				5.7	
	60035		548.3	VERMILLION	35.2
				8.5	
	60041		556.8	MECKLING	43.7
				6.1	
	60050		562.9	GAYVILLE	49.8
				12.2	
	60063		575.1	YANKTON	62.0
				5.6	
	60069		580.7	NAPA JT	67.6
				3.6	
	60073		584.3	UTICA	71.2
				6.6	
	60083	2001	590.9	LESTERVILLE	77.8
				11.4	TWC
	60090		602.3	SCOTLAND	89.2
				6.6	
	60097		608.9	KAYLOR	95.8
				7.0	
	60104		615.9	TRIPP	102.8
				5.5	
	60109		621.4	BEARDSLEY	108.3
				6.5	
	60116		627.9	PARKSTON	114.8
				5.5	
	60121		633.4	DIMOCK	120.3
				5.1	
	60127		638.5	ETHAN	125.4
				11.5	
	60399		650.0	MITCHELL JR TY	136.9
				15.0	
	60414		665.0	LETCHER	151.9
				13.2	
	60427		678.2	WOONSOCKET	165.1
				9.7	
4,752	60437		687.9	ALPENA	174.8
				16.7	
	60454		704.6	WOLSEY (DM&E CROSSING) AJR	191.5
				23.1	
	60477		727.7	TULARE	214.6
				10.1	
4,552	60487		737.8	REDFIELD	224.7
				8.2	
	60495		746.0	ASHTON	232.9
				11.0	
	60506		757.0	MELLETTE	243.9
				11.7	
	60518		768.7	WARNER	255.6
				9.9	
	54721		778.6	ABERDEEN YARD BJKRTY	265.5

BN Radio Channel No. 1 in service for this Subdivision.
BN Radio Channel No. 2 in service for yard forces in Aberdeen
BN Radio Channel No. 2 in service for yard forces Sioux City area.
Train Dispatcher Calls-North Sioux City-53, Gayville-84, Viborg-68,
Mitchell-69, Redfield-86

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	24th Subdiv BRANCH LINE STATIONS		Distance from Canton	EAST WARD ↑
					Rule 6(A)			
		60320		295.3	CANTON	JRTY	0.0	
		60328		303.7	8.4 WORTHING		9.0	
		60336		310.5	6.8 LENNOX		15.8	
		60341		315.4	4.9 CHANCELLOR		20.7	
		60349		323.2	7.8 PARKER		28.5	
		60355		329.7	6.5 MARION		35.0	
		60370		344.7	15.0 BRIDGEWATER		50.0	
		60377	2002	351.7	7.0 EMERY		57.0	
		60386		360.6	8.9 ALEXANDRIA	TWC	65.9	
		60399		373.9	13.2 MITCHELL	JRTY	79.1	

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Viborg-68, Mitchell-69, White Lake-70

1. Speed Restrictions- Zone-Between

Maximum Speeds Permitted

Sioux City and Aberdeen Yard(23th Subdiv) 25 MPH.
Tripp and Mitchell MP 620.5 and MP 643.2 10 MPH.
Between absolute signals of interlockings
Wolsey MP 704.6 12 MPH.
Canton Wye tracks(24th Subdiv) 10 MPH.
Canton and Parker MP 300.0 to MP 322.0 10 MPH.
Parker and Mitchell MP 322.0 to MP 373.0 25 MPH.
Industry and yard tracks on these
subdivisions 5 MPH.
Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted on 24th Subdivision.

Locomotives in Groups G, H and I are permitted on the main track on 23th Subdivision, and on Mitchell yard tracks.

Locomotives in Groups G, H and I on 23th Subdivision-Do not exceed 10 MPH over bridges T252 (MP 519.0), T368 (MP 571.0), T454 (MP 639.8), T468 (MP 649.5) and D70 (MP 766.9).

Between Sioux City and Mitchell and between Canton and Mitchell trains over 15000 tons not permitted.

3. Train Register Exceptions-

Mitchell-Trains originating and terminating.

4. Clearance Provisions and Exceptions Rule 82(A)-

23th Subdivision trains operating between Aberdeen and Mitchell will receive their track warrants and track bulletins at Aberdeen and Mitchell via the facsimile device. Conductors going on duty at Aberdeen and Mitchell will call the operator at Sioux City (8279-7240 or 622), identify themselves and their train by engine number and request a track warrant and respective track bulletins in effect. Track Warrants and Track Bulletins will also be received by trainmen through direct radio or phone contact with the Train Dispatcher.

23th Subdivision trains that will operate on the DM&E trackage between Wolsey and Huron will receive their clearances, train orders and slow orders through direct phone contact with DM&E dispatcher in Brookings (1-800-722-0167 or 605-692-4371).

Speed Test Boards:

Engineers shall test speed of their trains passing following points as compared with speed table:

Eastward trains between MP 774 and MP 773

Westward trains between MP 665 and MP 666

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

6. Between Huron and Wolsey- Current DM&E Timetable governs. Maximum speed on BN/DM&E Connection track at Wolsey is 10 MPH.

7. At Napa

Trackage from Napa westward on state owned property will be operated by the Dakota Southern Railway.

Minnesota 23th Subdivision main line, Dakota Southern main line, and both wye tracks are designated as interchange tracks between Burlington Northern Railway and Dakota Southern Railway.

8. Between Mitchell and Chamberlain

At Mitchell Westward track from MP 374.5 on state owned property will be operated by Dakota Southern Railway.

Dakota Southern Rail will interchange at Mitchell and Napa and must contact Northtown dispatcher when at Mitchell and Napa before entering 23th Subdivision to obtain track warrants and track bulletins.

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

10. Track Warrant Control- M/W Rules 37 and 38 modified and recorded Train Location Lineups used.

11. Rule 405- In effect on these subdivisions.

WEST WARD ↓					25th Subdiv MAIN LINE STATIONS		Distance from State- line
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Rule 6(A)		

	08201		600.7		STATELINE	J	0.0	
					1.5			
	08202		602.2		BIG STONE	CTC	1.5	
					8.9			
14,880	08211	2004	611.1		MILBANK	JT	10.4	
					22.1			
10,559	08233		633.2		SUMMIT		32.5	
					24.0			
8,312	08257		657.2		WEBSTER		56.5	
					11.3			
12,142	08268		668.5		BRISTOL		67.8	
					13.6			
9,302	08278		678.1		ANDOVER		81.4	
					9.8			
11,524	08288		687.9		GROTON	TWC ABS	91.2	
					14.4			
	08302		702.3		GREBNER		105.6	
					4.7			
	54721		707.0		ABERDEEN	BKRY	110.3	
					0.4			
			707.4		ABERDEEN YARD	JTY	110.7	
					12.7			
9,446	08320		720.1		MINA		123.4	
					8.1			
	08326		728.2		CRAVEN		131.5	
					5.1			
	08333	2005	733.3		IPSWICH		136.6	
					8.3			
7,834	08341		741.6		BEEBE		144.9	
					7.0			
	08349		748.6		ROSCOE		151.9	
					8.6			
7,758	08357		757.2		GREYNA	CTC	160.5	
					13.7			
7,429	08370		770.9		ALAMO		174.2	
					5.7			
	08377		778.6		JAVA JCT.		179.9	
					7.6			
7,673	08384		784.2		SELBY		187.5	
					12.1			
7,970	08396		796.3		GLENHAM		199.6	
					9.7			
9,300	08405		806.0		MOBRIDGE	T	209.3	

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

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

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

Train Dispatcher Calls-Summit-95, Webster-96, Bowdle-97, Mobridge-98

- 1. Speed Restrictions-
Zone-Between**
- | | Maximum Speeds Permitted |
|---|--------------------------|
| Stateline and Mobridge | 40 MPH. |
| Through all sidings and turnouts | 10 MPH. |
| Aberdeen-Between MP 706.2 and MP 709.3 | 20 MPH. |
| Over Main and Kline St. crossings 3rd and 6th Avenue crossing | 10 MPH. |
| At Big Stone-Maximum turnout speed through Big Stone Power Switch, MP 602.2 | 20 MPH. |
| Speed for Industrial trackage from MP 602.2 to Big Stone Power Plant: | |
| MP 0.0 to MP 2.0 | 20 MPH. |
| MP 2.0 to MP 3.0 | 15 MPH. |
| MP 3.0 and Big Stone Unloading Facility..... | 10 MPH. |
| Aberdeen-over the East and West Leg of Wye..... | 5 MPH. |
- Item 1A, All Subdivisions, applies between Stateline (MP 600.7) and Webster (MP 657.5), between Webster (MP 666.5) and Aberdeen (MP 706.3) and between Aberdeen (MP 709.9 and Mobridge (MP 806.0)

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

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

Main track 25th Subdivision
No. 1, 2, 3 track at Aberdeen
Sidings at Andover, Bristol, Summit, Milbank, Mina, Beebe, Selby, Mobridge and Plant Loop-Big Stone.

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)-**

None except:

Aberdeen and Mobridge-Rule 82(A) does not apply for through trains.

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

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

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

25th Subdivision trains operating between Aberdeen and Stateline, between Ortonville and Appleton on Soo Line Ortonville Subdivision, between Appleton and Benson on 16th Subdivision, between Benson and Willmar on 13th Subdivision, between Aberdeen and Ortonville on trains interchanged to and from Soo Line at Ortonville and between Aberdeen and Mobridge will receive their track warrants and track bulletins at Aberdeen via the facsimile device. Conductors going on duty at Aberdeen will call the operator at Willmar (8231-5546 or 619), identify themselves and their train by engine number and request a track warrant and respective track bulletins in effect. The Willmar operator will fax both BN and Soo track warrants and track bulletins. Track Warrants and Track Bulletins will also be received through direct radio or phone contact with the Train Dispatcher.

Speed Test Boards:

Engineers shall test speed of their trains passing following points as compared with speed table:

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

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

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

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

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

At Aberdeen, Main Track between MP 709 and MP 706 is NON-ABS and Item No. 10 of Special Instructions All Subdivisions applies.

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

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

9. Track Warrant Control- Where in effect M/W Rule 35 train location lineup or Track Warrant must be obtained.

10. Rule 405 and 450- In effect on this subdivision.

W E S T W A R D ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	26th Subdiv BRANCH LINE STATIONS		Distance from Ferry	E A S T W A R D ↑
					Rule 8(A)			
		07104	145	0.0	FERRY	JTY	0.0	
		80001		1.5	BING	Y	1.5	
		80012		11.7	WILLIS		11.7	
		80019		19.3	WATERBURY		19.3	
		80026		26.2	ALLEN		26.2	
		80035		35.2	DIXON		35.2	
		80040		40.2	LAUREL		40.2	
		80047		46.5	BELDEN		46.5	
		80055		54.6	RANDOLPH	TWC	54.6	
		80061		60.8	MCLEAN		60.8	
		80068		68.3	OSMOND		68.2	
		80078		78.1	PLAINVIEW		78.1	
		80083		83.1	COPENHAGEN		83.1	
		80088		87.8	BRUNSWICK		87.8	
		80102		101.6	ORCHARD		101.6	
		80112	111.9	PAGE		111.9		
		80124	124.4	O'NEILL	TY	124.4		

**BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Laurel-90, Osmond-89, Orchard-50**

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

MP 0.0 to MP 124.4 25 MPH.

Item 1A, All Subdivisions, applies between Ferry (MP 0.0) and Osmond (MP 68.0)

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Brunswick-Engines must not operate over track scale located near elevator load out spout on Mueret Grain Company elevator track. Movements must not exceed 5 MPH. on this track.

Between Ferry and O'Neill-Whenever train exceeds 2000 tons, empties must not be handled ahead of loads. Visual inspection of track from rear of train must be made no less than once per mile.

3. Train Register Exceptions- None.**4. Clearance Provisions and Exceptions Rule 82(A)-** None.**5. Rule 99-** When flagging is required, distance will be 1.5 miles.**6. Rollby Inspection-** Are required by train crews when entering a main track at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.**7. Track Warrant Control-** M/W Rules 37 and 38 modified and recorded Train Location Lineups used.**8. Rule 405-** In effect on this subdivision.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens	Name	Miles-Location	Capacity Cars	Switch Opens
1st Subdivision				On Eastward Track			
71006 Batavia	7.6 from Aurora	5	Both	00632 Richards Spur	3.5 west of Detroit Lakes	100	West
71012 West Chicago	13.3 from Aurora	Yard	Both	00486 Hayes Spur	2.6 east of Clear Lake	9	East
2nd Subdivision				NSP Spur	5.5 east of Clear Lake	Yard	East
00055 Hinckley	4.5 west of Big Rock	30	East	00485 Edling Spur	4.3 east of Clear Lake		
00062 Waterman	5.6 east of Shabbona	30	East	00464 REA Spur	0.8 east of Elk River	30	East
00071 Lee	4.0 west of Shabbona	25	West	00459 Pyrofax Gas Corp. Spur	5.8 east of Elk River	3	East
00077 Stewart	6.1 east of Rochelle	15	East	00456 L. H. Bolduc Co. Inc.	8.8 east of Elk River	15	East
00086 Flag Center	3.3 west of Rochelle	70	Both	00502 St. Cloud	1.4 west of St. Cloud Jct.	Yard	Both
71205 Kings	4.2 from Flag Center	61	Both	00503 Sauk Rapids	3.1 west of St. Cloud Jct.	25	West
71219 Camp Grant	18.9 from Flag Center	72	Both	09059 Tileston Mill Spur	4.9 west of St. Cloud Jct.	11	East
71223 Rockford	23.5 from Flag Center	Yard	Both	09070 St. Joseph	8.3 west of St. Cloud Jct.	50	Both
71307 Mt. Morris	6.8 from Oregon	Yard	Both	09072 Collegeville	11.0 west of St. Cloud Jct.	8	West
00111 Polo	4.5 west of Stratford	56	West	07385 Liberty Spur	4.5 west of St. Cloud Jct.	82	East
00117 Hazelhurst	1.9 west of Carter	10	West	07383 Cold Spring Granite Spur	7.1 west of St. Cloud Jct.	10	East
3rd Subdivision				07374 Cold Spring Granite Spur	10.4 west of St. Cloud Jct.	23	Both
00163 Blanding	9.2 west of Robinson Spur	4	West	Cold Spring Granite Spur	15.1 west of St. Cloud Jct.	6	West
71402 Dubuque	1.0 from East Dubuque	Yard	Both	Cold Spring Granite Spur	15.1 west of St. Cloud Jct.	12	West
00205 McCartney	5.5 west of Potosi	4	West	Cold Spring Granite Spur	15.2 west of St. Cloud Jct.	42	West
00246 Charme	7.7 west of Prairie du Chien	4	West	Cold Spring Elevator Track	15.4 west of St. Cloud Jct.	23	West
00286 Stoddard	10.6 east of Graf	22	East	Cold Spring Siding	15.6 west of St. Cloud Jct.	31	Both
00302 Onalaska	3.5 west of North LaCrosse	11	East	07358 Paynesville	31.1 west of St. Cloud Jct.	20	Both
00310 Lytle	6.2 east of Trempealeau	4	East	07354 Moorman Mfg. Co.	36.0 west of St. Cloud Jct.	14	West
71502 Winona	1.5 from East Winona	Yard	Both	7th Subdivision			
4th Subdivision				06002 North Central Public Service			
71744 Hitt	2.7 west of Ottawa	15	Both	Spur	2.3 east of Coon Creek	6	West
5th Subdivision				06012 Cedar	5.7 east of Andover	8	West
Main 2				06024 Husky Spur	7.4 west of Cambridge	2	West
Curry	5.0 west of St. Croix	4	West	06024 Isanti	5.7 west of Cambridge	54	Both
St. Paul Park	10.7 west of St. Croix	2	West	06034 Grandy	4.9 east of Cambridge	3	East
Red Rock	13.0 west of St. Croix	10	East	07438 Mora	11.4 west of Brook Park	5	Both
Main 1				06094 Kerrick	6.5 west of Nickerson	8	East
Chemolite	13.6 east of Division Street	23	Both	Dedham	5.1 east of Foxboro	30	West
On Westward Track				8th Subdivision			
51011 M & D Jct.	12.6 east of East Mpls.	105	Both	51033 Stacy Spur	4.2 east of Wyoming	15	East
51012 White Bear Lake	13.5 east of East Mpls.	103	Both	51064 Gorham Spur	1.0 east of Pine City	5	West
51017 Hugo	18.8 east of East Mpls.	12	East	9th Subdivision			
Northern States Power Co. Spur	6.5 west of Northtown	10	West	05001 Duluth	7.8 east of Superior		Both
Kinas Spur	7.1 west of Northtown	14	West	Rices Point	6.8 east of Superior	Yard	Both
Minnesota Sawdust Spur	3.8 west of Anoka	5	East	05029 Alford	3.8 east of Carlton	10	East
Remmele Engineering	0.8 East of Big Lake	10	West	Brookston Gravel Pit	0.1 west of Brookston	45	Both
52503 Crestliner, Inc.	1.9 west of Little Falls	8		05068 Mirbat	5.4 east of Floodwood	7	East
52504 Hennepin Paper Spur	3.3 west of Little Falls	25	East	05086 Wawina	6.7 west of Island	21	East
52506 Belle Prairie	5.6 west of Little Falls	5	East	05113 Seyton	3.2 west of Grand Rapids	52	Both
52509 Camp Ripley	7.8 west of Little Falls	105	Both	05116 Minn. Power and Light Spur	0.4 west of Cohasset	121	East
00636 Audubon	4.1 west of Richards Spur	50	West	05144 Bena	12.9 west of Ball Club	30	West
00641 Labello	1.2 east of Lake Park	5	East	05156 Webster Lumber Co.	5.3 west of Schley	16	East
55005 Hitterdal	5.0 west of Manitoba Jct.	23	Both	052731 International Falls via DWP	172.1 west of Superior	Yard	Both
55012 Ulen	11.9 west of Manitoba Jct.	47	Both	11th Subdivision			
09229 Averill	6.9 west of Glyndon	30	Both	52132 Sawyer	9.7 west of Carlton	5	East
09237 Felton	7.8 west of Averill	31	Both	52150 Wright	15.4 east of McGregor	21	West
09244 Borup	7.1 west of Felton	35	Both	52156 Tamarack	9.3 east of McGregor	3	East
Offutt & Son Patato Spur	0.4 west of Glyndon	19	West	52218 Klein Spur	6.1 west of Brainard	14	East
				52240 Northern Mfg. Spur	3.5 east of Staples	9	West

LAKES DIVISION

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens	Name	Miles-Location	Capacity Cars	Switch Opens
12th Subdivision				15 Subdivision			
52306 Ariberg	5.4 west of Brookston	15	East	07265 Lyon Farm Center Inc	1 5 east of Marshall	6	West
52331 Casco	5.8 west of Fermoy	16	East	07250 Southwestern Minnesota			
52338 Old Onega Spur	1.2 east of Onega	6	East	Dairy Ass'n Spur	1.0 east of Russell	12	East
52456 Hib Tac Spur	0.5 east of Kelly Lake		East	07224 Jasper Grain Track	4.1 east of Ihlen	54	Both
Oil Track	1.4 east of Hibbing	17	Both	Sioux Preme Packing Co.	3.2 east of Sioux Center	6	East
52408 Hibbing	3.7 west of Kelly Lake		East	07132 Northwest Iowa Farm			
52412 Emmert	6.7 west of Kelly Lake	Yard	Both	Bureau Service Co	7.1 east of Struble	8	West
52440 Virginia	25.1 east of Emmert		East	16th Subdivision			
52350 Keewatin Saw Mill Spur	1.9 west of Kelly Lake		East	54051 Albee	5.4 west of Nassau	35	Both
52377 Bovey	1.8 west of Taconite Jct.	15	East	54082 Hallet Construction Spur	8.4 west of South Shore	20	West
13 Subdivision				54085 Rauville	13.2 west of South Shore	34	Both
03018 Long Lake	3.1 west of Wayzata	16	West	18th Subdivision			
03036 Montrose	6.7 west of Delano	5	East	54639 Lidgerwood	5.4 east of Geneseo jct.	175	East
Co-op Spur	1.7 west of Murdock	16	West	54622 Hankinson	17.6 east of Geneseo Jct.	125	East
03178 Charlesville	6.4 west of Norcross	16	Both	54677 Britton	3.0 east of Jarrett Jct.		East
10007 Brushvale	7.4 west of Wahpeton Jct.	22	Both	54699 Huffton	5.3 west of Claremont	20	Both
10033 Rustad	5.1 west of Comstock	35	Both	25th Subdivision			
68101 Simplot	9.9 west of Comstock	14	East	08246 Waubay	13.4 west of Summit	45	Both
14th Subdivision				08264 Holmquist	6.4 west of Webster	42	West
09007 Crystal Lumber Co. Spur	1.5 west of Robbinsdale	2	West	08299 Bath	11.1 west of Groton	19	Both
09009				08330 Sun Products	2.1 west of Craven	80	Both
Midway Platt Co. Spur	2.5 east of Osseo	11	East	08364 Bowdle	6.7 west of Greta	44	Both
09010 Osseo Concrete Co. Spur	1.5 east of Osseo	10	West	54721 So Dak Wheat Growers	2.2 west of Aberdeen	54	Both
09013 North Star Concrete Co.				26th Subdivision			
Spur	0.9 west of Osseo	14	West	Tri-County Co-op	0.5 west of Laurel	6	West
09018 Hennepin Coop Feed				80074 Breslau	5.4 west of Osmond	3	West
Exchange Spur	2.0 east of Rogers	6	East				
09021 K&K Mfg. Co. Spur	0.1 west of Rogers	7	West				
09022 Rogers Hdwe. & Lbr. Co	0.3 west of Rogers	7	East				
09038 Northern States Power Co.							
Spur	3.0 west of Monticello	20	East				

MINE SPURS

Name	Miles-Location	Switch Opens
52403 Hibbing Taconite	0.5 east of Kelly Lake	West
52352 East National Taconite	2.5 west of Kelly Lake	East
52352 West National Taconite	1.4 west of Keewatin	West
52365 East Butler Taconite	0.7 west of Nashauk	East

LINE SEGMENT NUMBERS**CHICAGO TERMINAL LINE SEGMENTS**

Line Segment	Yard
463	Cicero Hump
800	Cicero
801	14th Street Coach
802	Western Avenue
803	Congress Park
804	Clyde Diesel Shop
805	Union Avenue Washer
825	Lumber District

NORTHTOWN TERMINAL LINE SEGMENTS

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

DULUTH-SUPERIOR TERMINAL LINE SEGMENTS

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

OTHER YARD LINE SEGMENTS

Line Segment	Yard
806	Eola
807	Aurora
808	Hill Yard
810	Savanna
811	North LaCrosse
812	Ottawa
813	Streator
816	Rockford
820	Oregon
821	Rochelle
826	Winona
827	Dubuque

OTHER YARD LINE SEGMENTS (CONT'D)

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

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

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

For Line Segment ONLY, the following in effect:

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

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

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
63	Flag Center to Rockford	0.3 to 23.8
64	Aurora-Nifa	0.0 to 4.0
65	Aurora-West Chicago	0.0 to 12.2
66	Oregon-Mt. Morris	98.7 to 105.7
72	East Dubuque-Dubuque	0.0 to 1.7
28	Central Avenue-Elevator Stations	9.0 to 3.1
203	St. Cloud to Cold Spring	0.0 to 17.0
204	St. Cloud to Collegeville	75.3 to 84.9
207	Little Falls-Camp Ripley Jct.	105.3 to 112.6
218	East Minneapolis-Hugo	0.0 to 18.8
2004	Appleton Soo Line Connection Track	577.95 to 578.81 on Soo Line
28	Central Avenue-Elevator Stations	9.0 to 3.1
214	Duluth	150.1 to 152.1
219	Mora-Brook Park	47.2 to 58.3
229	Virginia	110.4 to 111.1
233	Central Ave-Allouez	67.9 to 62.7
234	Grassy Point Draw-LSF&T Jct.	2.0 to 3.5
256	Lind-Greenway Mine	0.0 to 3.4
257	Hibbing Taconite Line	0.0 to 6.6
260	National Taconite	0.0 to 4.2
261	Butler Taconite Spur	0.0 to 2.5
505	Rices Point-Berwind Jct.	1.6 to 1.3

BALLAST PITS

Line Segment	Limits	Limits
571	Brookston	
578	Appleton	
579	Granite Falls	
580	Russell	
581	St. Cloud	
586	Ortonville	

RADIO INFORMATION

Base Stations	Channel	Hours in Operation	Base Stations (Cont'd)	Channel	Hours in Operation
Northtown Disprs. Office	1 and 2 for yard	Continuous	Cicero Eastbound Yd Ofc	1	Continuous
Daytons Bluff	2	Continuous		2 for yard forces	
	4 for yard forces in St. Paul	Continuous	Cicero Retarder Tower	1	Continuous
Midway	2	Continuous		2 for yard forces	
	4 for yard forces in St. Paul	Continuous	Cicero Hump Tower	1	Continuous
35th Avenue	2	Continuous		2 for yard forces	
	4 for yard forces in Northtown	Continuous	Cicero Roundhouse	1	Continuous
Northtown	2	Continuous		2 for yard forces	
	4 for yard forces in Northtown	Continuous	Eola Yard Office	1	Continuous
Elk River	1	Continuous	Ottawa	1&2	1600-2100 Mon. thru Fri. 0600-1500 Sat. Continuous
St. Cloud	1	Continuous			Mon. thru Fri. 0700-1559 Saturday Unmanned
	2 for yard forces	Continuous	Rochelle	1	Continuous
Staples	1	Continuous			Unmanned
Wadena	1	Continuous	Savanna	1	Continuous
Detroit Lakes	1	Continuous	East Cabin	1	Continuous
Dilworth	1&2 for yard	Continuous	Prairie du Chien	1	Unmanned
Dilworth	1	Continuous	North LaCrosse	1	Continuous
	2 for yard forces			2 for yard forces	
Fargo Relay Office	1	Mon. thru Fri. 0600-2200	Winona Jct.	1	Unmanned
		Continuous	Galesburg-Dispatchers Office	1	Continuous
Willmar	1&2 for yard	Continuous			
Granite Falls	1	Continuous			
Marshall	1	Continuous			
Garretson	1	Continuous			
Sioux Center	1	Continuous			
Sioux City	1	Continuous			
Sioux City	2 for yard forces	Continuous			
Appleton	1	0800-1700 Mon. thru Fri.			
		Continuous			
Watertown	1	Continuous			
Willow Lake	1	Unattended			
Sumit	1	Continuous			
Aberdeen	1	Continuous			
	2 for yard forces	Continuous			
Mobridge	1	Continuous			
Sioux Falls 1&2 for yard forces		Continuous			
Northtown Disprs. Office	1	Continuous			
Superior	1	Continuous			
Duluth	1	Continuous			
	2 for yard forces	0700-1500 Mon. thru Fri.			
		Continuous			
Saunders	1	Continuous			
Kelly Lake	1	0700-1500 Mon. thru Fri.			
		Continuous			
Grassy Point Drawbridge	1	Continuous			
	2 for yard forces	Continuous			
Brainerd	1	0700-1600 Mon. thru Fri.			
		Continuous			
Staples	1	Continuous			
Grand Rapids	1	0700-1500			
Chicago 14th St. Coach Yard	1	Continuous			
Cicero East End Tower	1	Continuous			
	2 for yard forces				

TRAIN DISPATCHERS PHONE NUMBERS-Galesburg

Company	Chief Dispatchers	Commercial
345-6400	E. C. Anderson	309-345-6400
	Subdivisions	
	Trick Dispatcher	
345-6402	Asst. Chief	309-345-6402
	Dispatcher	
345-6408	C-1, 2nd Sub	309-345-6408
345-6405	East End	309-345-6405
345-6406	Third Sub	309-345-6406

TRAIN DISPATCHERS PHONE NUMBERS-Northtown

Company	Chief Dispatchers	Commercial
8-782-3415	M. G. Lien	(612) 782-3415
	D. D. Loonan	
	M. L. Rohr	
	Subdivisions	
	Trick Dispatcher	
8-782-3402	5th between Coon Creek and Dilworth	(612) 782-3402
8-782-3403	13th, 17th, 18th	(612) 782-3403
8-782-3404	15th, 16th, 19th thru 26th	(612) 782-3404
8-782-3401	Hump Dispatcher West	(612) 782-3401
8-782-3410	Hump Dispatcher East	(612) 782-3410
8-782-3408	7th, 8th, 11th,	(612) 782-3408
8-782-3409	9th, 10th, 12th	(612) 782-3409

MOBILE PHONE RADIOS

Location Base Station	Access Digits	Disconnect Digits	Network
Downers Grove	*1	# 1	780-5209
Rochelle	*1	# 1	345-6984
Mt Carrol	*2	# 2	345-6983
Pikes Peak	*1	# 1	781-7458
Balltown	*1	# 1	781-7457
Onalaska	*1	# 1	781-7459
Wabasha	*1	# 1	781-7460
St Paul	*1	# 1	298-2251

LAKES DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - SEPTEMBER 1988

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
N/A		NON-PRODUCTIVE WAGES OF YARD- MEN & YARD ENGINEMEN INVOLVED IN JOINT SWITCHING	J0030	0003	429.00 430.00	M&O OF INDUSTRY & YARD SWS LEADING FROM MISSISSIPPI ST & SOO LINE JCT INCL SW 10 NEAR 3RD ST. IN ST. PAUL	J0211
N/A		WAGES OF YARDMEN AND YD ENGINEMEN FOR LIGHT & TRANSFER MOVES, YD SWITCHING & INDUSTRY SWITCHING IN JOINT YARDS IN DULUTH-SUPERIOR TERMINAL	J0031	0003	429.10 429.70	M&O OF TRACK 1 FROM HOFFMAN 1.5 > J0206 AVE. TO SWITCH TO TRACK 1 AT HOFFMAN AVE.	
N/A		WAGES OF YDMEN AND YD ENGINEMEN FOR LIGHT & TRANSFER MOVES & INDUSTRY SWITCHING IN RICES POINT YARD AND COMMERCE TRACKS IN DULUTH	J0032	0003	429.10 430.00	M&O OF DIVISION ST INTERLOCKING IN ST. PAUL	J0207
N/A		WAGES OF YARDMEN & YD ENGINEMEN FOR SWITCHING HALLET DOCK #3 IN DULUTH	J0033	0003	429.70	M&O OF INDUSTRY TURNOUT AT DIVISION STREET IN ST. PAUL	J0205
N/A		WAGES OF YARDMEN & YD ENGINEMEN FOR SWITCHING HALLET DOCK #5 IN DULUTH	J0034	0003	429.70 430.00	M&O OF TRACK 1 AND WB M/L FROM IN DIVN. ST. TO 3RD STREET INCLUDING XOVER & SWS. TO WB M/L AT DIVN. ST.	J0204
N/A		WAGES OF YARDMEN & YD ENGINEMAN FOR SWITCHING HALLET DOCK #6 IN DULUTH	J0035	0003	429.75	M/O OF THE TONI CO. SWITCHING TRACK INCLUDING SWITCHES	J0089
N/A		WAGES OF YARDMEN & YD ENGINEMEN FOR LIGHT & TRANSFER MOVES, YARD AND INDUSTRY SWITCHING IN SUPERIOR	J0036	0022	.05	M/O OF SIGNAL UNITS AT 7TH STREET IN ST. PAUL	J0066
N/A		WAGES OF YARDMEN & YD ENGINEMEN FOR LIGHT & TRANSFER MOVES BETWEEN DULUTH OR SUPERIOR AND ALLOUEZ	J0037	0022	1.00 1.50	M/O OF SIGNAL UNITS AT WESTMINSTER	J0070
N/A		WAGES OF YARDMEN & YD ENGINEMEN FOR SWITCHING AT CLOQUET	J0038	0022	1.20 7.00	M/O OF EXCLUSIVE T/O'S TO C&NW YARDS	J0063
N/A		WAGES OF YARDMEN & YD ENGINEMEN FOR SWITCHING THE FORMER (LST&T) AT SUPERIOR, WI	J0039	0022	1.30	MTCE INSIDE WESTMINSTER TOWER ST. PAUL	J0065
N/A		WAGES OF YARDMEN & YD ENGINEMEN FOR NON-JOINT SWITCH- ING	J0040	0022	1.40 7.00	M/O OF M/L TRKS, XOVERS AND SWITCHES FROM WESTMINSTER ST. TO ST. ANTHONY	J0061
N/A		WAGES OF TRAIN CREWS SPOTTING AND PULLING CARS AT CASS LAKE	J0045	0022	1.40 7.00	M/O OF INDUSTRY & YARD T/O S FROM MAIN LINE BETWEEN WESTMINSTER TO ST. ANTHONY	J0064
N/A		WAGES OF YARDMEN & YD ENGINEMEN FOR JOINT SWITCHING AT BAYPORT	J0050	0022	1.50 1.80	M/O OF SIG UNITS AT MISSISSIPPI ST.	J0071
0003	64.89	M/O OF C&NW XING AT SHABBONA, IL	J1002	0022	1.80 7.00	M/O OF AB SIGNALS FROM MISSISSIPPI ST. TO ST. ANTHONY	J0072
0003	83.20	SWITCHING TIME MOVING CARS RECEIVED FROM & FORWARDED TO DEL MONTE PLANT # 199 AT ROCHELLE, IL	J1040	0022	2.90	MTCE OF BRIDGE 2.9 AT WESTERN AVE.	J0090
0003	185.25	MAINTENANCE OF ICG CROSSING AT EAST DUBUQUE, IL	J1033	0022	3.00	MTCE OF BRIDGE 3.0 AT COMO AVE.	J0074
0003	236.99 236.99	M/O OF CROSSING DIAMOND AT CRAWFORD NEAR PRAIRIE DU CHIEN, WI	J1051	0022	4.90	MTCE OF BRIDGE 4.9 AT HAMLINE AVE.	J0085
0003	427.75	M&O OF NORTHTOWN CONTROL & MICROWAVE CIRCUITRY FORM NOR- THTOWN TO HOFFMAN AVE INTER- LOCKING	J0208	0022	6.90	MTCE OF BRIDGE 6.9 AT RAYMOND	J0091
0003	427.75 430.00	M&O OF MAIN LINE TRKS, XOVER, & SWS. FROM 3RD ST. TO SOO LINE JCT NEAR JACKSON AT IN ST. PAUL	J0210	0022	7.00	M&O MINN. TFR. XING AT ST. ANTHONY	J0061
0003	427.75 430.00	M&O OF AB SIGNALS BTWN 3RD ST. AND SIGNAL 2.8 JUST WEST OF SOO LONE JCT. IN ST. PAUL	J0215	0022	7.00	M&O OF SIGNAL UNITS AT ST ANTHONY	J0068
				0022	10.80 11.70	M&O OF MAIN LINE AB SIGNALS AND RELATED APPARATUS BETWEEN MPLS JCT TO 1ST ST. NORTH IN MPLS.	J0073
				0022	10.80 12.28	M&O OF EXCLUSIVE TURNOUTS TO CNW YDS BETWEEN FIRST NORTH AND WASHINGTON AVE IN MPLS.	J0063
				0022	11.40 12.28	M&O OF MAIN LINE TRACKS, CROSS OVERS & SWITCHES BETWEEN WESTMINSTER ST. IN ST. PAUL & WASHINGTON AVE IN MPLS.	J0061
				0022	195.00	M/O OF INTERLOCKER & XING SIGNALS AT TINTAH	J0161
				0025	.00 2.30	M/O OF M/L TRKS, XOVERS, SWITCHES FROM 3RD STREET TO SOO LINE JCT. NEAR JACKSON ST. IN ST. PAUL	J0210
				0025	.00 2.30	M/O OF INDUSTRY & YD SWITCHES LEADING FROM M/L TRKS BETWEEN MISS. ST. & SOO LINE JCT. INCL. SWITCH #10 NEAR 3RD ST.	J0211

LAKES DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - SEPTEMBER 1988

LINE/YARD SEGMENT	MILEPOST FROM	MILEPOST TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	MILEPOST TO	DESCRIPTION	"J" & "O" CODES
0025	00	2.80	M/O OF A B SIGNALS & RELATED APPARATUS BETWEEN 3RD ST. AND SIGNAL 2.8 JUST WEST OF SOO LINE JCT. IN ST. PAUL	J0215	0028	10.30		M/O OF T/O AND 413.4 FT OF TRACK AT (MILW) CONNECTION TO DM&IR OVER SOO TRACK	J0358
0025	60	1.90	M/O OF THE MISSISSIPPI ST. SIGNAL UNITS IN ST. PAUL FROM 7TH ST. TO MISSISSIPPI STREET	J0214	0028	10.30		M/O OF I/L FOR (MILW) CONNECTION TO DM&IR	J0359
0025	2.30		M/O OF SOO LINE JCT. SWITCH #24 IN ST. PAUL ST. PAUL FROM 7TH ST. TO MISSISSIPPI STREET	J0213	0028	11.14	13.30	M/O OF XOVER SWITCHES AND T/O'S FROM M/L BETWEEN SAUNDERS W LEAD TO CASS LAKE LINE T/O AT BOYLSTON	J0235
0025	11.20	11.37	M/O OF XOVER & CONNECTING TRACK TO SOO LINE AT SHOREHAM YARD	J0087	0028	11.14	136.90	M/O OF M/L PASSING AND XOVER TRACKS, SWITCHES, BRIDGES, SIGNALS, POLES, WIRES AND RELATED APPARATUS FROM SAUNDERS YARD W LEAD T/O TO COON CREEK	J0231
0025	11.70	21.00	M/O OF M/L, PASS TRKS, XOVERS, CTC, BRIDGES & COMMUNICATIONS	J0190	0028	11.14	136.90	HANDLING MISC. MATERIAL FROM SAUNDERS YARD W LEAD T/O TO COON CREEK	J0232
0025	11.70	21.00	M/O OF INDUSTRY, SIDINGS & YD T/O'S FROM THE MAIN LINE	J0191	0028	11.14	136.90	M/O OF INDUSTRY, SIDING AND YD T/O'S FROM THE M/L AND PASSING TRACKS, FROM SAUNDERS YD W LEAD T/O TO COON CREEK	J0234
0025	11.70	21.00	HANDLING MISCL. MATERIAL WHERE USE IS UNDERTERMINED	J0192	0028	11.14	136.90	MTCE. OF ROADWAY BLDGS FROM SAUNDERS YARD W LEAD T/O TO COON CREEK	J0238
0025	21.10		M/O OF THE INTERLOCKER AT COON	J0193	0028	11.14	136.90	MTCE. OF ROADWAY BLDGS FROM SAUNDERS YARD W LEAD T/O TO COON CREEK	J0238
0025	57.10		CREEK COST TO INSPECT TRACK BECKER SPUR NORTHERN STATES POWER CO. BN 2795	O85MN000001	0028	71.90		OPERATION OF HINCKLEY DEPOT INCLUDING WAGES OF AGENT AND TELEGRAPHERS T/R 322-154 POS 001, 002 & 003	J0220
0025	95.20		MTCE OF DRAINAGE SYSTEM BETWEEN SOO CROSSING OF BN TRKS AND MISSISSIPPI RIVER	J0160	0028	136.90		M/O OF INTERLOCKER AT COON CREEK	J0193
0025	210.10		M/O OF INTERLOCKER AT DETROIT	J0401	0030	41.10		M/O OF STATION AT CLOQUET, MN.	J0240
0026	3.2		LAKES TRACK MAINTENANCE FOR NORTHERN GRAIN COMPANY BN 005681	O85DK000004	0030	41.10		OPERATION OF STATION AT CLOQUET, MN	J0243
0027	3.3	9.0	M/O OF M/L TRKS, T/O'S, SIGNALS AND APPURTANCES FROM CENTRAL AVE TO KNOWN AS "LST&T JCT."	J0262	0030	41.10		TELEPHONE, VARIOUS UTILITIES AND MISC. EXPENSES FOR CLOQUET STATION	J0301
0027	4.5		M&O OF T/O, XING AND XING SIGNALS OF THE FORMER (LST&T) NEAR WINTER ST.	J0320	0063	11.70	23.78	MAINTENANCE OF MAIN LINE TRACKS BETWEEN DAVIS JCT. & ROCKFORD, IL	J1003
0027	9.00		M/O OF CENTRAL AVE. TOWER AND INTERLOCKER	J0223	0063	21.70		MAINTENANCE OF SWITCH AT PEOPLES AVENUE IN ROCKFORD, IL	J1017
0027	9.00		OPERATION OF CENTRAL AVE. TOWER IN SUPERIOR, WI	J0355	0063	21.90		MAINTENANCE OF NORTH AND SOUTH XOVER SWITCHES AT BLACKHAWK AVE ROCKFORD, IL	J1016
0027	63.60		M/O OF M/L (SOO LINE) INDUSTRY TRK., SOO XING ON 'HOLE' TRACK AND SOO SWITCH AT AITKIN, MN.	J0316	0063	23.80		MAINTENANCE OF DEPOT AT ROCKFORD, IL	J1004
0027	91.50		M/O AND UTILITIES ONLY (NO CLERICAL WAGES) FOR STATION AT MCGREGOR, MN	J0007	0063	23.80		MTCE OF HEATING PLANT & GAS EXPENSE OF DEPOT IN, ROCKFORD, IL	J1005
0027	101.90		MTCE OF DEERWOOD YARD TRACKS & FACIL.	J0317	0063	23.80		WAGES OF THE OPERATORS (T/R 212-228 POS 001 & 007) & TELEPHONE EXPENSE OF THE DEPOT IN ROCKFORD, IL	J1006
0028	9.00	11.14	M/O M/L XOVER TRACKS, BRIDGES, A-B SIGNALS, POLES AND WIRES FROM CENTRAL AVE TO SAUNDERS WEST LEAD T/O.	J0241	0063	23.80		ELECTRICITY EXPENSE OF THE DEPOT IN ROCKFORD, IL	J1007
0028	9.00	11.14	M/O M/L XOVER, SWITCHES & T/O'S FROM CENTRAL AVE. TO SAUNDERS W. LEAD T/O	J0242	0063	23.80		WATER EXPENSE OF THE DEPOT IN ROCKFORD, IL	J1010
0028	9.40		M/O OF CONNECTION AT M&J JCT. AT SAUNDERS, WI	J0360	0071	.85	9.00	M&O OF M/L TRACKS, BRIDGES, XOVERS & TURNOUTS BETWEEN ROOSEVELT ROAD IN CHICAGO AND LA VERGNE	J1901
0028	9.40		M/O OF EXCULSIVE SW AT M & J JUNCTION SAUNDERS, WI	J0362	0071	1.40		M&O OF THE AIRLINE APPROACH TRACK AT UNION AVE, CHICAGO, IL	J1000
0028	9.40		MTCE OF CONNECTING TRK TO SOO AT LINE M&J JCT.(208 TF INCL 1 #11 T/O) AFE 87-2288 COVERED CONSTRUCTION) SAUNDER,WI	J0363	0071	1.4		GAS FURNISHED SWITCH HEATERS ON THE AIRLINE APPROACH TRKS AT UNION AVE IN CHICAGO, IL	J1001
0028	10.30		REPAIRS TO RADIOS AT SAUNDERS TOWER	J0222	0071	1.4		M&O OF BOCT INTERLOCKER IN CHICAGO, IL	J1008
0028	10.30		OPRN OF THE SAUNDERS TOWER INCLUDING WAGES OF TOWERMAN T/R 322-204 POS 001, 002 & 003	J0356	0071	1.4		EXTRAORDINARY OR UNUSUAL EXPENSE FOR M/O OF INTERLOCKER AT UNION AVE, CHICAGO, IL	J1025

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0071	9.10	36.10	M&O OF M/L TRACKS, BRIDGES, XOVERS, & T/O'S BETWEEN LA VERGNE AND AURORA, IL	J1902	0216	9.50		MTCE. OF BRIDGE 9.5 AT HENNEPIN AVE.	J0083
0197	224.00		MTCE OF SIGNALS HWY 75, SIOUX CITY, IA - METZ BAKING CO. BN G37034	O85MN000003	0216	9.56	11.34	M/O OF M/L,PASS TRKS,XOVERS,CTC, BRIDGES & COMMUNICATIONS	J0087
0202	1.50		M/O PENN AVE. INTERLOCKER IN MPLS.	J0100	0216	9.56	11.34	M/O OF INDUSTRY, SIDING & YARD T/O'S FROM THE MAIN LINE	J0194
0203	31.00		M/O OF DIAMOND XING AT PAYNES- VILLE	J0162	0216	9.56	11.34	HANDLING MISCL. MATERIAL WHERE USE IS UNDETERMINED.	J0195
0214	1.98		MTCE OF SOUTH APPROACH & BRIDGE OVER C&NW R/W AT EARL ST	J0075	0216	9.60	11.37	M&O OF INDUSTRY SWITCHES ON M/L TRKS BETWEEN MPLS. JCT. & LOWERY AVE.	J0086
0214	75.40		M/O OF STATION AT HINCKLEY	J0244	0216	9.60	11.57	MTCE OF BRIDGES FROM MPLS. JCT. TO LOWERY AVE.	J0083
0214	147.00	148.30	M&O OF E/B M/L TRK, SIGNALS, POLES, WIRES AND RELATED APPARATUS FROM RAMSEY ST. TRACK T/O NEAR MAIN ST. TO XOVER AT CENTRE ST. IN DULUTH ,MN	J0272	0216	11.34	11.70	M/O OF M/L,PASS TRKS,XOVERS,CTC, BRIDGES & COMMUNICATIONS	J0197
0214	147.30	147.60	M&O OF M/L TRK T/O'S APPURTENANCES FROM END OF TRK NEAR 47TH AVE. WEST TO DWP CONNEC- TION NEAR 44TH AVE WEST IN DULUTH ,MN	J0268	0216	11.34	11.70	M/O OF INDUSTRY, SIDING & YARD T/O'S FROM THE MAIN LINE	J0198
0214	147.59		MTCE BRIDGE #72.1 NEAR 47TH AVE W.	J0279	0216	11.34	11.70	HANDLING MISCL. MATERIAL WHERE USE IS UNDETERMINED.	J0199
0214	147.59	148.70	M/O OF W/B M/L TRK, SIGNALS, POLES, WIRES AND RELATED APPARATUS FROM XOVER AT 47TH AVE. WEST TO XOVER AT CENTRE ST. AND BOTH M/L FROM XOVER AT CENTRE ST. TO 32ND AVE. WEST	J0275	0217	9.50	10.80	M/O OF M/L AB SIGNALS, XING SIGNALS AND RELATED APPARATUS FROM MPLS. JCT. TO 1ST ST. NORTH	J0073
0214	147.60	150.10	M/O OF M/L, SWITCHES, BRIDGES, SIGNALS POLES, WIRE & RELATED AP- PARATUS FROM DWP CONN. 44TH AVE W. TO 18TH AVE WEST	J0269	0217	9.60	10.30	MTCE OF BRIDGES FROM MPLS. JCT. TO 3RD ST. NE	J0083
0214	147.60	150.10	M/O OF T/O'S FROM JOINT TO NON- JOINT ON THE M/L FROM DWP CONNEC- TION AT 44TH AVE WEST TO XOVER SWITCH AT 18TH AVE. WEST	J0271	0217	9.60	10.80	M/O OF M/L TRACKS AND XOVERS FROM MPLS. JCT. TO 1ST ST. NORTH	J0061
0214	147.65	147.70	M/O M/L XOVER AND DERAIL NEAR 44TH AVE. WEST	J0270	0217	9.60	10.80	M/O OF INDUSTRY OR YARD T/O S FROM MPLS. JCT. TO 1ST ST. NORTH	J0064
0214	148.40	148.65	M/O OF W/B M/L T/O S TO DM&IR TRANSFER TRACK AND DM&IR CONNEC- TION NEAR CENTRE ST. AND 33RD AVE. WEST	J0277	0217	10.40		MTCE. OF BRIDGE A0.9 AT 2ND ST. NE	J0085
0214	148.40	148.65	M/O DM&IR TRANSFER TRACK FROM CENTRE ST. TO 33RD AVE. WEST	J0343	0217	10.40	10.60	MTCE OF BRIDGES FROM 2ND ST. NE TO NICOLLET AVE.	J0084
0214	148.80	149.30	M/O OF DM&IR CONNECTION AT 26TH AVE. WEST, BRIDGE 148.1 UNDER BN ROW AT 32ND AVE. WEST	J0273	0217	10.60		MTCE OF BRIDGE A1.2 AT NICOLLET AVE.	J0085
0214	150.1	152.1	M/O MAIN LINE FROM 18TH AVE W. TO 5TH AVE E.	J0284	0217	10.60	10.80	MTCE OF BRIDGES FROM NICOLLET AVE. TO 1ST ST. NORTH	J0084
0216	7.00	9.50	M/O OF M/L TRACKS, XOVERS, & SWITCHES FROM ST. ANTHONY TO MIN- NEAPOLIS JCT.	J0061	0217	11.03		M/O OF C&NW CONNECTION TURNOUT	J0063
0216	7.00	9.50	M/O OF INDUSTRY & YARD T/O S FROM THE M/L BETWEEN ST. ANTHONY & MPLS. JCT.	J0064	0218	2.74		MTCE OF DIAMOND XING & INTER- LOCKER AT ROSEVILLE, MN	J0403
0216	7.00	9.50	M/O OF M/L AB SIGNALS, XING SIGNALS & RELATED APPARATUS FROM ST. ANTHONY TO MINNEAPOLIS JCT.	J0073	0229	146.55	147.09	M/O M/L FROM BAYFRONT T/O (DWP T/O) BERWIND JCT TO RAMSEY ST T/O ON E/B MAIN LINE AT MAIN ST. IN DULUTH, MN	J0340
0216	8.00	11.30	M/O OF EXCLUSIVE T/O'S TO C&NW YARDS BETWEEN WESTMINSTER ST. & 1ST ST. NORTH	J0063	0233	61.00	67.90	M/O OF TRACK, T/O'S, BRIDGES AND SIGNALS, POLES, WIRES AND RELATED AP- PARATUS FROM ALLOUEZ TO CENTRAL AVE	J0263
0216	8.80		MTCE. OF BRIDGE 8.8 AT 15TH AVE SE	J0093	0234	.00	.03	M/O OF M/L TRACK, SIGNALS, POLES, WIRES AND RELATED APPARATUS ON "WEST LEG OF WYE" FROM 71ST AVE W TO 63RD AVE WEST	J0290
0216	8.80		CLEANING OF SWITCHES FOR U OF M	O87MN000008	0234	.00	.03	M/O OF OLD DULUTH TFR. RY TRACK FROM 71ST AVE W TO 63RD AVE W	J0291
0216	9.20		MTCE. OF BRIDGE 9.2 AT 10TH & COMO	J0085	0234	.00	.03	M/O OF T/O FOR OLD DULUTH TRANSFER RY TRACK FROM 71ST AVE W TO 63RD AVE W	J0296
					0234	.00	.13	M/O OF M/L SIGNALS, POLES, WIRES AND RELATED APPARATUS ON "EAST LEG OF WYE" FROM END OF TRACK TO 62ND AVE. W	J0290
					0234	.03		M/O OF INDUSTRY T/O AT 63RD AVE W	J0294

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0234	.03	.75	M/O OF W/B M/L, SIGNALS, POLES, WIRES & RELATED APPARATUS FROM 63RD AVE W TO 57TH AVE W AND E/B M/L TO MIKES YD T/O AND MIKES YD LEAD TO CONNECTION #1 T/O	J0292	0237	24.40	24.80	MTCE OF 2442 FT OF TRACKS INCLUDING T/O AT COLERAINE	J0015
0234	.07	.13	M/O OF M/L TRACK "EAST LEG OF WYE" FROM END OF TRACK TO 63RD AVE W	J0290	0238	115.80	119.50	MTCE OF TRACK, T/O AND 4TH AVE O. H. BRIDGE, BETWEEN EMMERT JCT. AND SCRANTON MINE IN HIBBING	J0018
0234	.13		M/O OF M/L T/O TO "EAST LEG OF WYE" AT 63RD AVE W	J0294	0238	115.80	119.50	M/O OF AB SIGNALS AND XING SIGNALS AND RELATED APPARATUS BETWEEN EMMERT JCT. AND SCRANTON MINE IN HIBBING	J0020
0234	.14	1.86	M/O OF W/B M/L XOVER SWITCHES FROM 61ST AVE W TO GRASSY POINT BRIDGE	J0290	0238	120.50		M/O OF T/O (HULL-RUST YD CONNECTION) NEAR ST. LOUIS AVE BRIDGE IN HIBBING	J0019
0234	.56	1.30	M/O OF E/B M/L XOVER SWITCHES FROM MIKES YARD LEAD TO BERWIND JCT.	J0290	0257	.00	6.60	SCALE TRACK TESTS FOR HIBBING TACONITE COMPANY	O87WI000001
0234	.75	1.30	M/O OF E/B M/L SIGNALS, POLES, WIRES AND RELATED APPARATUS FROM MIKES YD LEAD TO BERWIND JCT.	J0290	0260	.00	4.20	SCALE TRACK TESTS FOR NATIONAL STEEL AND PELLET COMPANY	O87WI000002
0234	.75	1.85	M/O W/B M/L SIGNALS, POLES, WIRES AND RELATED APPARATUS FROM 56TH AVE W TO GRASSY POINT BRIDGE	J0290	0500			M/O OF YARD CONNECTION INDUSTRY TRKS	J0284
0234	1.30		M/O OF BAYFRONT T/O ON E/B M/L AT BERWIND JCT.	J0282	0501			OPERATION OF BRIDGE IN DULUTH, MN	J0229
0234	1.30	2.40	M/O OF E/B M/L TRACK, SIGNALS, POLES, WIRES & RELATED APPARATUS FROM GRASSY PT BRIDGE TO WISC. JCT. IN DULUTH	J0253	0501			UNUSUAL & EXTRAORDINARY MTCE. ON THE 2 PARTY & INDUSTRY COMMERCE TRACKS	J0323
0234	1.30	2.50	M/O OF INDUSTRY T/O S ON THE BAYFRONT M/L'S FROM MAIN ST. SOO XING TO E. XOVER NEAR CENTRE ST.	J0347	0501			UNUSUAL & EXTRAORDINARY MTCE. ON THE 3 PARTY & COMMERCE TRACKS IN DULUTH	J0324
0234	1.40		M/O OF SOO LINE CONNECTION TO E/B M/L AT BERWIND JCT.	J0254	0501			M/O OF DICK 1 T/O, XING TRACK AND SWITCHES TO C&NW CONNECTION FROM GARFIELD AVE TO 15TH AVE WEST	J0352
0234	1.84	2.40	MTCE OF GRASSY POINT BRIDGE	J0253	0503			OPERATION OF BIRCH ST. YARD IN DULUTH	J0229
0234	1.84	2.40	OPERATION OF GRASSY POINT BRIDGE INCLUDES WAGES OF LEVERMAN & OILER T/R 322-229 POS 001, 002, 003, & 004	J0250	0503			M/O OF TRACK FROM C&NW CONNECTION AT GARFIELD AVE TO ELEVATOR "A" TO PINE AVE. ALSO YARD & CONNECTING IND TRKS	J0286
0234	2.40		M/O OF GRASSY POINT INTERLOCKER	J0251	0503			MAINTENANCE OF YARD OFFICE BUILDINGS	J0287
0234	2.40	3.50	M/O OF M/L TRACK, XOVERS, T/O'S, SIGNALS, POLES, WIRES AND RELATED APPARATUS FROM WISC. JCT. TO THE JCT KNOWN AS "LST&T JCT." IN SUPERIOR	J0252	0503			UTILITY EXPENSES FOR BIRCH STREET CROSSING SIGNS & VAPOR LIGHTS	J0302
0234	2.50	2.60	M/O OF DM&IR T/O'S ON E/B M/L NEAR HALLETT 5 AND 6	J0278	0503			HANDLING MISC. MATERIAL WHERE USE IS UNDETERMINED WITHIN THE DULUTH - SUPERIOR TERMINAL	J0304
0234	2.60	4.10	M/O OF BAYFRONT E/B AND W/B M/L TRKS AND XOVERS SIGNALS, POLES, WIRES AND & BRIDGES FROM 32ND AVE W. TO DICKS 1 & 2 AT 21ST AVE W. TO GARFIELD AVE	J0349	0503			M/O BIRCH ST. XING SIGNS AND VAPOR LIGHTS IN DULUTH	J0322
0234	2.60	4.10	M/O OF M/L INDUSTRY T/O'S FROM 33RD AVE W TO DICKS 1 & 2 AT 21ST AVE W TO GARFIELD	J0350	0504			OPERATION OF RICES POINT YD IN DULUTH	J0229
0234	3.20		M/O OF M/L XING NEAR THE JUNCTION KNOWN AS "LST&T JCT" IN SUPERIOR	J0348	0504			M/O OF YARD AND CONNECTING IND. TRKS.	J0283
0234	4.00		M/O OF XOVER SWITCH ON DICK 1 TO E/B MAIN LINE AT 18TH AVE. W.	J0353	0504			MAINTENANCE OF YARD OFFICE BUILDINGS	J0287
0234	4.10		M/O OF JT. TO NON-JT. T/O'S (FOR SOO) ON DICKS 1 & 2	J0354	0504			HAULING DEBRIS J0297	
0237	16.00	20.00	MTCE OF TRACK & BRIDGES FROM CALUMET TO HOLMAN JCT.	J0011	0504			MTCE OF SECTION BUILDINGS & M/O OF SIGNALS, POLES, WIRES & RELATED APPARATUS	J0299
0237	16.00	19.80	M/O OF AB SIGNALS BETWEEN CALUMET & HOLMAN AVE.	J0016	0504			HANDLING MISC. MATERIAL WHERE USE IS UNDETERMINED WITHIN THE DULUTH - SUPERIOR TERMINAL	J0304
0237	19.80	24.50	M/O OF A B SIGNALS BETWEEN HOLMAN JCT AND COLERAINE (INCL DM&IR TRACKAGE)	J0017	0505			M/O WBML XOVER SWITCH AT 47TH AVE W.	J0274
					0505			MTCE OF BRIDGE #123.8 NEAR CENTRE ST. IN DULUTH	J0280
					0505			M/O OF DICKS 1 & 2 JT TO JT SWITCHES FROM GARFIELD AVE TO BRG YD CONN NEAR 15TH AVE. W.	J0351
					0508			OPERATION OF MIKES YARD IN DULUTH	J0229

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0508		M/O CONNECTING TRACK 2 T/O'S ON CONNECTING TRACK 1	J0276	0511		MTCE OF YARD OFFICE BUILDINGS	J0227
0508		M/O OF TRACK FROM BAYFRONT E/B M/L T/O NEAR MAIN ST. TO RAMSEY ST.	J0281	0511		OPRN OF 28TH ST. YD OFFICE SUPERIOR, WI INCL. WAGES & PHONES OF PERSONNEL & SPECIAL AGENTS PHONE T/R 322-214 (ALL POS) & T/R 322-215 POS 001 & 002	J0228
0508		M/O OF W/B XOVER SWITCH NEAR 47TH AVE. WEST.	J0285	0511		OPERATION OF THE 28TH ST. IN SUPERIOR	J0229
0508		M/O OF T/O'S TO CONNECTING TRACK 3 NEAR MIKES YARD AND MAIN ST.	J0285	0511		OPRN OF 28TH ST. YD OFFICE INCLUDES WAGES OF FRT. AGENT & AGENCY EMPLOYEES T/R 322-134 POS 001, 003, 005, 007, 008, 010, 011, AND 012	J0230
0508		MTCE OF YARD OFFICE BUILDINGS	J0287	0511		HANDLING MISC. MATERIAL WHERE USE IS UNDETERMINED WITHIN THE DULUTH - SUPERIOR TERMINAL	J0304
0508		M/O OF YARD & CONNECTING IND. TRKS.	J0290	0512		OPERATION OF CENTRAL AVE YRD SUPERIOR	J0229
0508		M/O OF INDUSTRY TRACKAGE FROM MINN. STEEL TO 71ST AVE. WEST	J0293	0512		M/O OF YARD & CONNECTING TRACKS	J0262
0508		M/O OF T/O FROM MIKES YARD LEAD TO #1 CONNECTING TRACK TO BAYFRONT M/L.	J0295	0512		MTCE OF SIGNAL BUILDINGS & M/O OF SIGNALS, POLES, WIRES AND RELATED APPARATUS	J0299
0508		MTCE OF SECTION BUILDINGS & M/O OF SIGNALS, POLES, WIRES AND RELATED APPARATUS	J0299	0512		HANDLING MISC. MATERIAL WHERE USE IS UNDETERMINED WITHIN THE DULUTH - SUPERIOR TERMINAL	J0304
0508		HANDLING MISC. MATERIAL WHERE USE IS UNDETERMINED WITHIN THE DULUTH - SUPERIOR TERMINAL	J0304	0512		OPERATION OF SAUNDERS YARD SUPERIOR	J0229
0508		M/O OF BAYFRONT W/B M/L SIGNALS, POLES, WIRES & RELATED APPARATUS FROM SOO XING TO 47TH AVE WEST	J0342	0513		M/O OF YARD TRACK AND SWITCHES	J0236
0508		M/O #1 CONNECTING TRACK FROM 61ST AVE WEST TO MAIN ST.	J0343	0513		M/O OF T/O, LEAD & YARD TRACK 871.5 FEET LONG FOR C&NW TRANSFER TO DM&IR CONNECTION	J0237
0508		M/O OF T/O'S ON TRACK BETWEEN CONNECTING TRACKS & SOO LINE XING NEAR MAIN ST.	J0345	0513		HANDLING MISC. MATERIAL WHERE USE IS UNDETERMINED WITHIN THE DULUTH - SUPERIOR TERMINAL	J0304
0509		OPERATION OF BELKNAP YARD IN SUPERIOR	J0229	0514		OPERATION OF EAST END YARD SUPERIOR	J0229
0509		M/O OF YARD & CONNECTING IND. TRKS.	J0262	0514		M/O OF YARD TRACKS, BRIDGES, SIGNALS POLES, WIRES AND RELATED AP- PARATUS FROM SUPERIOR EAST END AND CONNERS POINT TRACKAGE FROM 15TH AVE E TO C&NW XING NEAR ELM ST.	J0263
0509		MTCE OF SECTION BUILDINGS AND M/O OF SIGNALS, POLES, WIRES & RELAT- ED APPARATUS	J0299	0514		MTCE OF YARD OFFICE BUILDING	J0287
0509		HANDLING MISC. MATERIAL WHERE USE IS UNDETERMINED WITHIN THE DULUTH - SUPERIOR TERMINAL	J0304	0514		M/O OF SWITCH 45 NEAR CONNER'S POINT	J0289
0510		M/O OF FORMER (LST&T PROPERTY) IN SUPERIOR, WI	J0175	0514		HANDLING MISC. MATERIAL WHERE USE IS UNDETERMINED WITHIN THE DULUTH - SUPERIOR TERMINAL	J0304
0510		MTCE OF EXCLUSIVE SOO LINE SWITCH AT TOWER AVE. FORMER (LST&T TRACKAGE)	J0180	0519		M/O OF YARD TRACKS AND SWITCHES	J0265
0510		M/O OF ALL FORMER (LST&T TRACK- AGE) KNOWN AS THE CROSS TRACKS. JOINT WITH SOO LINE	J0181	0519		OPRN OF THE YARD IN CLOQUET, MN INCL WAGES OF T/R 322-126 POS 001	J0306
0510		MTCE OF ALL XINGS OF THE FORMER (LST&T CROSS TRKS) INCLUDING THREE SWITCHES. DONAVANS EAST AND WEST LEG OF WYE (BN CONNECTION)	J0182	0519		ELECTRICAL EXPENSE OF CROSSING SIGNALS IN CLOQUET, MN	J0308
0510		OPERATION OF 17TH ST. YD IN SUPERIOR	J0229	0531		MTCE OF TURNABLE AT MPLS.JCT.	J0095
0510		MTCE OF DULUTH RADIOS (DIESEL, CABOOSE & WALKIE TALKIE)	J0288	0531		GAS, ELEC, WASTE & SEWER AT THE MPLS JCT ROUNDHOUSE	J0249
0510		HANDLING MISC. MATERIAL WHERE USE IS UNDETERMINED WITHIN THE DULUTH - SUPERIOR TERMINAL	J0304	0534		M/O OF HILL TRACK 4 & CONNECTING SWITCHES	J0092
0511		OPRN OF 28TH ST. YD OFFICE SUPERIOR, WI INCL. WAGES OF CREW CAL- LERS (T/R 322-213 POS 001, 002, 003, 203, & 303)	J0218	0534		M/O OF C&NW CONNECTION TRACKS & SWITCHES FROM 11TH AVE. SE TO C&NW YD	J0063
0511		OPERATION OF THE 28TH STREET YD OFFICE SUPERIOR, WI INCLUDES WAGES OF ADMIN. T/R 321-220 POS 581	J0226	0534		MTCE OF SWITCH AND TRACK FOR PILLSBURY CO ELEVATOR "A"	O86MN000004
				0540		M/O OF THE M&M INTRCH. TRACKS AND SWITCHES. ALSO, MN. TFR. XING T/O	J0061

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0546		MAINTENANCE OF RAMPMaster AUTO FACILITY AT DAYTON'S BLUFF YARD	O87MN000026	0812		M&O OF THE TRACKS SERVING OTTAWA SILICA AND STANDARD SILICA IN OTTAWA, IL	J1011
0548		M/O OF TRANSFER TRKS IN WATER- TOWN, SD	J0166	0812		DISPOSAL EXPENSE ON CLEANING TRACK AT OTTAWA SILICA IN OTTAWA, IL	J1012
0554		M/O OF LEAD TRACK SERVING JOHN MORRELL PLANT	J0505	0812		ELECTRIC EXPENSE FOR XING SIGNALS AT BOYCE MEMORIAL DRIVE, OT- TAWA, IL	J1038
0555		M/O OF INDUSTRY SWITCH ON FLOYD RIVER BRIDGE NEAR HALL GRAIN (POINT "I")	J0168	0813		MAINTENANCE OF THE AT&SF CONNECTION TRACK IN STREATOR, IL	J1014
0555		M/O OF INDUSTRY SWITCH AT HALL GRAIN	J0169	0826		MAINTENANCE OF WINONA BRIDGE IN WINONA, MN	J1050
0555		M/O OF INDUSTRY SWITCHES ON BACK TRKS BETWEEN POINTS "J" & "K" NEAR HALL GRAIN	J0170	2004	602.20	INSPECT TRACK & SWITCH AT BIG STONE CITY - OTTERTAIL POWER CO. WO 087606	O85MN000002
0555		M/O OF ALL OTHER TRKG. AT HALL GRAIN	J0171				

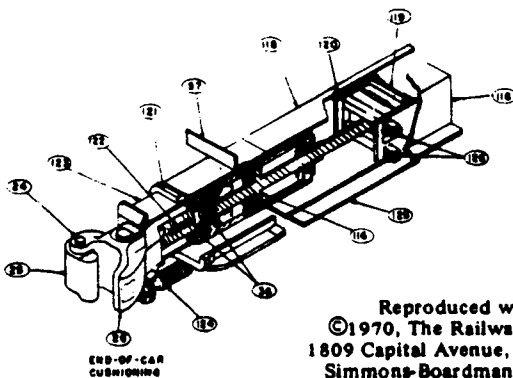
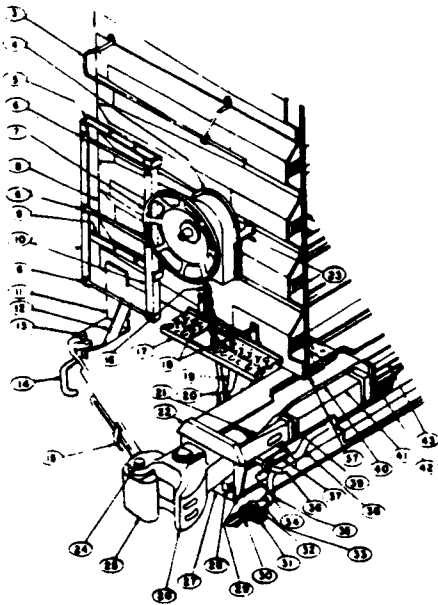
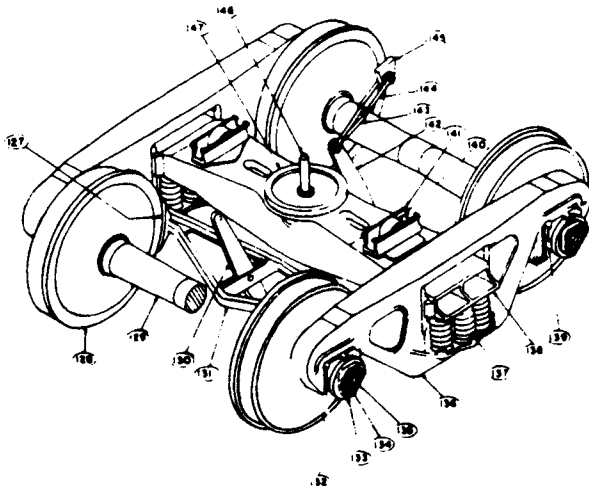
Dr. Thomas V. Mears, Chief Medical and Safety Officer Overland Park, Kansas
 Dr. Hi. E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS

* Family Health Center	Aberdeen	Morris Medical Center	Morris
Dr. Arlin Myrmoe	Aberdeen	Dr. Jack Guy	New London
Dr. A. C. Voegel	Aberdeen	Warmolts Clinic	Oregon
* Alexandria Clinic	Alexandria	Dr. Robert Ross	Ortonville
Copley Immediate Care Clinic	Aurora	* Osseo Clinic	Osseo
* Dreyer Medical Clinic	Aurora	* Plainview Medical Clinic	Plainview
* Clearing Industrial Clinic	Bedford	* Gundersen/Farrell Clinic	Prairie du Chien
* Benson Medical Center	Benson	* Interstate Medical Center	
* Lake Region Clinic	Brainerd	Spranger-Ross-Sanders	Red Wing
* Dr. K. J. Brecker-MeritCare Clinic	Breckenridge	* Brookside Medical Group	Rockford
* Dr. N. R. Kippen-MeritCare Clinic	Breckenridge	Dr. R. H. Herseth	Roseau
Dr. G. E. Larson	Cambridge	* Central Minnesota Surgeons	St. Cloud
Dr. W. D. Fish	Chicago	Dr. Vernon E. Neils	St. Cloud
Dr. D. E. Balquedra	Chicago	* Surgical Consultants	St. Cloud
Dr. Arturo Lema	Cicero	* Central Internal Medicine Associates	St. Paul
* Comprehensive Medical Center	Coon Rapids	* Dr. J. E. Brown	St. Paul
* Northwestern Clinic	Crookston	* Drs. Wm. Rupp/J. LaFave	St. Paul
* Crosby Medical Clinic	Crosby	Dr. Charles W. Hauser	St. Paul
* Dakota Clinic	Detroit Lakes	* Sauk Centre Clinic	Sauk Centre
* Medical Associates	Dubuque	Dr. L. B. Hussey	Savanna
* Duluth Clinic West	Duluth	Dr. A. L. McGilvra	Sioux Center
Dr. R. F. Hirt	Edina	* Family Practice Center	Sioux City
Fosston Clinic	Fosston	* Central Plains Clinic	Sioux Falls
Dr. Robert Hart	Fridley	* Lakewood Clinic	Staples
Dr. C. F. Ashby	Geneva	St. Croix Valley Clinic	Stillwater
North Star Clinic	Grand Rapids	Dr. James Scott	Streator
Dr. K. R. Carter	Granite Falls	* Superior Clinic	Superior
* Adams Clinic	Hibbing	* East End-Mariner Clinic	Superior
Dr. F. H. Walter	International Falls	* Family Practice Center	Superior
* Skemp-Grandview-LaCrosse	LaCrosse	* Community Clinic	Wabasha
* Dr. C. E. Link	LaCrosse	Wadena Medical Center	Wadena
Gundersen Clinic	LaCrosse	* Drs. Dan/Evelyn Aguila	Wahpeton
Dr. Paul Martin	Marshall	MeritCare Clinic (Beithon)	Wahpeton
* Milaca Medical Clinic	Milaca	Dr. G. Robert Bartron	Watertown
Milbank Medical Center	Milbank	Dr. Michael T. Anderson	Willmar
Dr. Azam Ansari	Minneapolis	Dr. Charles M. Burns	Winnipeg
* Parkside Family Physicians	Minneapolis	Dr. Fred DuVal	Winnipeg
Dr. Phil Hoversten	Minneapolis	Dr. George A. Waugh	Winnipeg
* Dr. Michael Haley	Mitchell, S. D.		

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

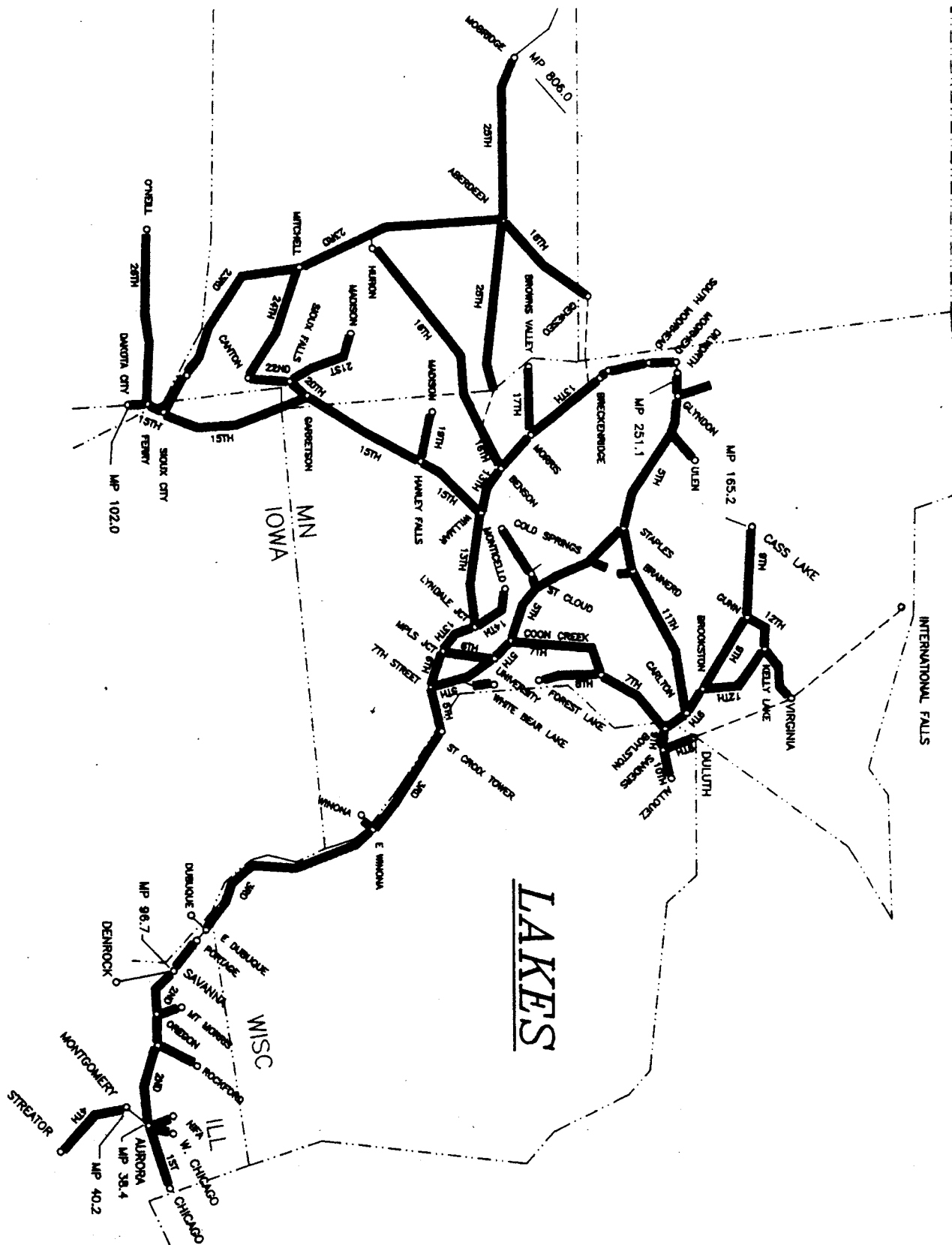
CAR CHART



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 Simmons-Boardman Publishing Corporation

3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/2"
170. Emergency reservoir pipe, 1/2"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end





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

WEST
WARD
↓

1347	1005		1348	1346	1006
NRPC Daily	NRPC Daily	STATION	NRPC DAILY Ex. Sun.	NRPC Sun. Only	NRPC Daily
LAKES DIVISION 1st SUBDIVISION					
1755	1515	CHICAGO UNION STATION 13.0	s1035	s1150	s1555
s1813		LA GRANGE 15.4	s0957	s1112	
s1826	s1550	NAPERVILLE 8.3	s0943	s1058	s1455
1836	1600	AURORA	0932	1047	1442

↑
EAST
WARD

WEST WARD ↓	1007 NRPC Daily	STATION	1008 NRPC Daily	↑ EAST WARD
	LAKES DIVISION 5th SUBDIVISION			
	2148	ST. CROIX 13.6	0706	
	HOFFMAN AVENUE			

NRPC TRAINS OPERATE OVER SOO LINE AND MINN
COMMERCIAL BETWEEN HOFFMAN AVE. AND PARK JCT.

	PARK JCT. 13.3	
	COON CREEK 52.9	
s0147	ST. CLOUD JCT. 65.5	s0410
s0246	STAPLES 62.2	s0250
s0340	DETROIT LAKES 44.2	s0149
	DILWORTH	

**PERFORM SWITCHING IN A MANNER
WHICH WILL AVOID DAMAGE TO
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

TRACK BULLETIN FORM B

The engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

Engineer will state: "Burlington Northern engineer, (train designation), calling foreman in charge of Track Bulletin Form B No _____, line No _____. My location is MP _____ on (specify track), over."

In granting verbal authority the following words will be used:

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

- (a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:
 "_____ (train) _____ may pass red flag located at MP _____ (or enter limits) on (specify track) without stopping, over."

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:
 "_____ (train) _____ may proceed through the limits at _____ MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (c) To require train or engine to move at a speed less than restricted speed, the following speed will be added:
 "_____ (train) _____ proceed at restricted speed but not exceeding _____ MPH (adding, if necessary, 'until reaching _____ MP '), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example

(a) above.

LAKES DIVISION TIMETABLE NO.1, SUPPLEMENT NO.1

**SCHEDULED TIMES FOR NRPC TRAINS TO BE USED FOR INFORMATION PURPOSES ONLY,
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN.**

**In Effect at 0001, Continental Central Time
Sunday, January 15, 1989**

WESTWARD
↓

1347 NRPC Daily	1005 NRPC Daily	STATION	1348 NRPC DAILY Ex. Sun.	1346 NRPC Sun. Only	1006 NRPC Daily
LAKES DIVISION 1st SUBDIVISION					
1755	1510	CHICAGO UNION STATION 13.0	s1035	s1150	s1555
s1813		LA GRANGE 15.4	s0957	s1112	
s1826	s1545	NAPERVILLE 8.3	s0943	s1058	s1455
1836	1555	AURORA	0932	1047	1442

WEST WARD ↓	1007 NRPC Daily	STATION	1008 NRPC Daily
	LAKES DIVISION 5th SUBDIVISION		
	2148	ST. CROIX 13.6	0706
	HOFFMAN AVENUE		

**NRPC TRAINS OPERATE OVER SOO LINE AND MINN
COMMERCIAL BETWEEN HOFFMAN AVE. AND PARK JCT.**

	PARK JCT. 13.3	
	COON CREEK 52.9	
s0147	ST. CLOUD JCT. 65.5	s0410
s0246	STAPLES 62.2	s0250
s0340	DETROIT LAKES 44.2	s0149
	DILWORTH	

PEEL OFF THE BACK OF THIS SELF-ADHESIVE SUPPLEMENT BY FOLDING AT A SLIT.
ATTACH THE SUPPLEMENT TO PAGE 59, LAKES DIVISION TIMETABLE NO. 1.