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J. J. KEIGLEY .....	Manager Transportation Services ..	Minneapolis
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D. D. LOONAN .....	Chief Dispatcher .....	Minneapolis
M. L. ROHR .....	Chief Dispatcher .....	Minneapolis
J. S. SARVER .....	Chief Dispatcher .....	Galesburg

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F. S. DOLL .....	Trainmaster .....	Aberdeen
G. B. FERRIS .....	Trainmaster .....	Minneapolis
M. G. HEYNS .....	Trainmaster .....	Sioux City
H. NICHOLAS .....	Trainmaster-Agent .....	Sioux City
V. T. SHAW .....	Trainmaster-Agent .....	Sioux Falls

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D. S. HILLEREN .....	Trainmaster .....	Superior
M. D. MCLAUGHLIN .....	Trainmaster .....	Minneapolis
W. J. THOMPSON .....	Trainmaster .....	Staples

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G. A. WHITE .....	Asst. Supt. Terminal Operations ..	Minneapolis
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R. L. DANIELSON .....	Terminal Trainmaster .....	Minneapolis
J. W. DANKO .....	Terminal Trainmaster .....	Minneapolis
R. E. DUNCUM .....	Terminal Trainmaster .....	Minneapolis
M. J. GODSIL .....	Terminal Trainmaster .....	Minneapolis
R. L. HAUBRICK .....	Terminal Trainmaster .....	Minneapolis
J. R. HOMMERDING .....	Terminal Trainmaster .....	Minneapolis
G. P. JAEB .....	Terminal Trainmaster .....	Minneapolis
W. W. KISSNER .....	Terminal Trainmaster .....	Minneapolis
R. P. LEIN .....	Terminal Trainmaster .....	Minneapolis

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K. W. JOHNSON .....	Terminal Trainmaster .....	Superior
W. R. O'NEILL .....	Terminal Trainmaster .....	Superior

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**M. W. Weissmann, Supt. Operations, Naperville**

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D. L. MEYERS .....	Trainmaster .....	LaCrosse
E. S. SCHOENFELD .....	Trainmaster .....	Eola

**D. L. Hatzenbuehler, Supt. Terminal Operations, Cicero**

W. FERGUSON .....	Asst. Supt. Terminal Operations .....	Cicero
G. T. ALLISON .....	Terminal Manager .....	Cicero
D. H. BANNAN .....	Terminal Trainmaster .....	Cicero
A. D. BENGTON .....	Terminal Trainmaster .....	Cicero
J. S. DAVIS .....	Terminal Trainmaster .....	Cicero
C. M. HUFF .....	Terminal Trainmaster .....	Cicero
M. J. HIPPI .....	Terminal Trainmaster .....	Cicero
W. M. SENNETT .....	Terminal Trainmaster .....	Cicero
J. H. LINDQUIST .....	Terminal Trainmaster .....	Cicero
C. L. YORK .....	Terminal Trainmaster .....	Cicero

**EOLA TERMINAL**

J. D. DRESSLER .....	Asst. Supt. Terminal Operations .....	Eola
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D. C. WOLTER .....	Terminal Trainmaster .....	Eola

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D. G. HOFFMAN .....	Manager Suburban Operations .....	Aurora
N.W. MEULNER .....	Trainmaster .....	Chic. Union Sta.

Printed in U.S.A.



**NORTHERN REGION**

**LAKES  
DIVISION**

**TIMETABLE  
NO. 2**

IN EFFECT AT 0001  
Continental Central Time

**Sunday  
October 29, 1989**

Including National Railroad Passenger Corporation (NRP) Trains

Region Vice President  
**W. W. FRANCIS**



Division General Manager  
**C. E. DOGGETT**

Vice President Service Design  
**W. A. HATTON**

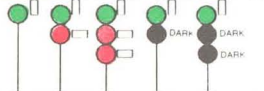

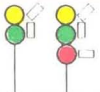

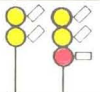

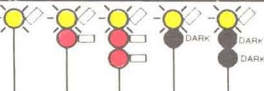
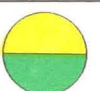
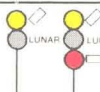
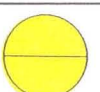
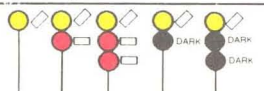
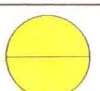
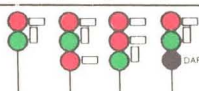
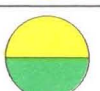
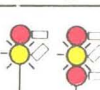
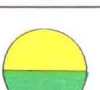
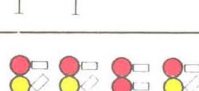
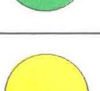
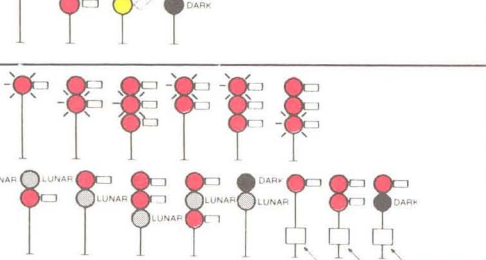

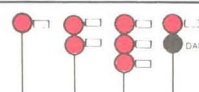



## SIGNAL ASPECTS AND INDICATIONS

## DISTANT SIGNALS

Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name	Indication
228			DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
229			DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.




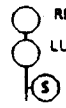







## BLOCK AND INTERLOCKING SIGNALS

230			CLEAR	Proceed.
232			ADVANCE APPROACH	Proceed prepared to stop at second signal.
233			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
235			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236			APPROACH	Proceed prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
237			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
239			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
241			RESTRICTED PROCEED	Proceed at restricted speed.
242			STOP	Stop.

# SPECIAL INSTRUCTIONS

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

RULE	ASPECTS	NAME	INDICATION
248(B)	 LUNAR	TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
248(C)	 LUNAR	BLOCK INDICATOR	Block clear.
248(D)	 LUNAR	BLOCK INDICATOR	Block occupied.
248(E)	 RED LUNAR YELLOW	SPRING SWITCH INDICATOR	When lunar is not illuminated, stop and inspect spring switches per Rule 104(M).
248(G)	 LUNAR  LUNAR	FAILED EQUIPMENT INDICATOR	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.
248(H)	 LUNAR  LUNAR	FAILED EQUIPMENT INDICATOR	When flashing, no failed equipment has been detected.
248(I)	 LUNAR	SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
248(J)	 LUNAR	SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
248(K)	 GREEN	RESUME SPEED	End of slide fence restriction; resume speed.

## GENERAL SIGNAL INSTRUCTIONS


In addition to Rule 227 of the General Code of Operating Rules, the following General Signal Instructions apply on Burlington Northern Railroad.


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

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

Dwarf signals will display the same aspects and indications as high signals.

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate flashing light;

 To indicate color light signal head;

 To indicate position of semaphore arm.

## ALL SUBDIVISIONS

## 1. Speed Restrictions

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

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
Trains over 100 Tons/OB .....	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 979026-979036 .....	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 416 of the Air Brake and Train Handling Rules for maximum authorized speed of locomotives.

## 1A. Control of Harmonic Rocking

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

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, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980.
	GP-18	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, 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	2030-2031, 2044, 2048-2049, 2054, 2057-2058, 2063.
	GP-20-C	2000-2005, 2007-2010.
	GP-30	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.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-X	2155-2189.
	GP-38-2	2078-2109, 2136, 2150-2154, 2255-2314, 2316-2369, HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2215, 2253.
	GP-35	2511, 2514, 2516, 2518, 2522-2524, 2526, 2528-2534, 2537, 2540-2543, 2551, 2555-2557, 2559-2560, 2570, 2572, 2576, 2579.
	GP-38-2B*	2601.
	GP-39-E	2750-2758, 2925-2940.
	GP-39-M	2800-2832, 2875-2880.
	GP-40	3000-3001, 3008-3012, 3019, 3022-3023, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-G	3075-3084.
	GP-40-M	3500-3523.

Group	Model	Locomotive Numbers
E	GP-40-2	3040-3064.
	GP-50	3100-3162.
	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	GEEX 8000-8001, LMX 8500-8599.
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, 6240, HL 504-505.
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, 5330-5334, 5339-5362, 5364-5394, 5800-5801, 5806-5811, 5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5928, 5935, 5939-5944.
	SD-9	6241-6247.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6346-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900, 6905, 6907-6913, 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-40-G	7300-7309.
	SD-60	OWY 9000-9099.
		*Cabless.

### 4. Restrictions on Cars

Following equipment must be placed next ahead of caboose or at rear of caboosless 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 979026-979036.

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 caboosless 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.

## 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.

# SPECIAL INSTRUCTIONS

7

## RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

When load is handled through turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear of other on-track equipment.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
<b>ALPHA</b>	<b>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</b> Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 11 ft. 6 in. wide loads.	<b>KILOGRAM</b>	Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.
<b>BRAVO</b>	<b>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</b> Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 12 ft. wide loads.	<b>LIMA</b>	Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
<b>CHARLIE</b>	<b>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</b> Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.	<b>MIKE</b>	Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
<b>DELTA</b>	<b>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</b> Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 8 in. wide loads.	<b>NOVEMBER</b>	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
<b>ECHO</b>	<b>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</b> Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. wide loads.	<b>OSCAR</b>	Do not pass loads wider than _____ on adjacent parallel tracks.
<b>FOXTROT</b>	<b>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</b> Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 4 in. wide loads.	<b>PAPA</b>	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
<b>GOLF</b>	<b>LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE</b> Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 8 in. wide loads.	<b>QUEBEC</b>	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
<b>HOTEL</b>	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.	<b>ROMEO</b>	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.
<b>INDIA</b>	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved portion of adjacent tracks. Normal speed may be resumed if other train has stopped.	<b>SANDWICH</b>	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.
<b>JULIET</b>	Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks. Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.	<b>TANGO</b>	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.
		<b>UNIFORM</b>	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
		<b>VICTOR</b>	This shipment must not be detoured or rerouted without further clearances.
		<b>WHISKEY</b>	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.



### 9. Trackside Warning Detector

#### Train Inspection

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

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

200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals. **EXCEPTION:** When available, 163 degree Fahrenheit heat-indicating crayons may be used to test temperature of roller bearing journals when the outside temperature is below 32 degrees Fahrenheit.

If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axes 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 Division Engineer of Communications and Control Systems. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When 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.
"... (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, SECOND EDITION, effective October 29, 1989.

Air Brake and Train Handling Rules, Form 15338, Revised 10/29/89.

Train Dispatcher's Manual, Form 51545, Revised 10/29/89.

Operator's Manual, Form 15472, Revised 10/29/89.

Maintenance of Way Rules, Form 15125, Revised 10/29/89.

Safety Rules and General Rules, Form 15001, Revised 8/81.

Rules Governing the Handling of Hazardous Materials, effective October 29, 1989.

### 13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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

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

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

#### Definition-Restricted Speed-is changed to read:

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



**Rule G-** is changed to read:

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

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

**Rule 2**

CONTINENTAL TIME will be used for operating purposes.

**Rule 3**

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

**Rule 6-** explanation of characters:

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

**Rule 10(E)-** following paragraphs are added:

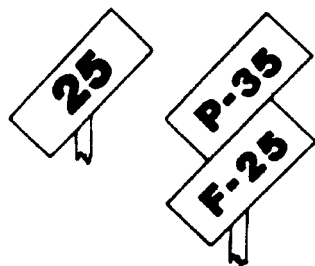
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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

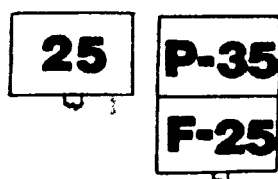
At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign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

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

ADVANCE WARNING SIGN



SPEED SIGN



Green

RESUME SPEED SIGN



**NOTE:**  
Advance Warning Sign and Speed Sign have yellow background and black letters and/or numbers.

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

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all trains.

**Rule 82.** The following last paragraph is added:

In CTC territory, a reverse movement must not be made over a dual control switch without permission of the control operator.

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

- (2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

**Rule 102-** 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 104(M)(4)-** second paragraph is changed to read:

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

**Rule 153-** following paragraph is added:

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

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

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

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

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

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

**Rule 351(C)-** cancel second paragraph reading:

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

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

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

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

Example of track bulletin Form D is shown below:

### TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

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

Printed in U.S.A.

Rule 620-is changed to read:

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

Rule 627(5)-is changed to read:

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

#### 14. Maintenance of Way Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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

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

When requesting main track authority, train dispatcher or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

##### Rule 3

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

Rule 6-explanation of characters:

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

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

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

Example of track bulletin Form D is shown below:

### TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

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

Printed in U.S.A.

#### 15. Safety Rules and General Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

Rule 181-is modified as follows:

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

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

**WORKMEN:**

(No change)

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

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

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

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

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

Rule 299-following paragraph is added:

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

Rule 336 m-added:

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

Rule 345-following paragraph is added:

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

**Rules 382 through 411-**are cancelled. BN Intermodal/Automobile Facility Safety Rules and General Rules, Form 16404 June 1, 1989, govern personnel whose duties require them to be within the confines of a BN Intermodal or Automobile facility. This book is available at Material Department Stores. Burlington Northern Railroad employees are governed by the following rules from this publication.

**I-10** Vehicles operating within Intermodal or Automobile Facilities shall not exceed 15 MPH unless otherwise posted. Slower speeds are required as conditions warrant to prevent accidents.

**I-13** Loading/unloading operation and rail car movement is to be expected at all times on Intermodal or Automobile Facilities.

**I-14** All personnel must exercise extreme care during loading/unloading operations. Those personnel whose duties require them to be close to the load/unload operations must keep hands and bodies clear of loading devices, intermodal equipment or railcar and its connection to prevent injury.

**I-15** Personnel must stand clear of tractors and trailers when such equipment is being coupled or uncoupled.

**I-22** Tracks must not be entered or cars must not be coupled or moved within an Intermodal or Automobile Facility without proper designated authority.

To prevent access to the Facility:

a. Each switch providing direct access must be lined against movement into the Facility and secured with a private lock under control of the supervisor in charge of the Facility; or

b. If "a" is not practicable, a derail capable of restricting access, must be placed in derailing position 150 feet from the Facility, if distance permits, and locked with a private lock under control of the supervisor in charge. Derail must not be placed on a main track.

**I-32** All accidents, injuries and hazardous material incidents, must be reported immediately to proper designated authority. Required forms must be completed and submitted before leaving property.

**Rule 564**-following paragraph is added:

Sexual harassment of any type is prohibited while on duty or on Company property. Employees who feel they have been sexually harassed must contact their immediate supervisor or divisional/regional Director of Human Resources or Corporate Director of Employee Relations.

**Rule 565**-is changed to read:

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

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

**Rule 566**-is 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. 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.

## 17. Helper Behind Caboose

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

## 18. 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.

## 19. Certificate of Rules Examination

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

## 20. Dumping Toilets

Dumping of toilets is prohibited when:

- Passing through limits of Track Bulletin Form B
- Passing by any location where any person is known to be present on railroad right of way
- In tunnels and snowsheds
- Passing over bridges
- At stations
- 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.

## 21. 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 Maintenance of Way Rules, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.



**22. 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.

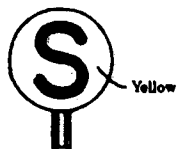
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

**23. Physical Examinations**

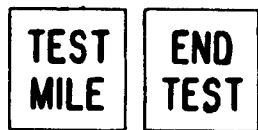
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

24. **Roadway Signs-** Except as shown, roadway signs have white background and black letters and/or numbers.

## ROADWAY SIGNS



Spring Switch  
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle  
Rule 15(I)

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



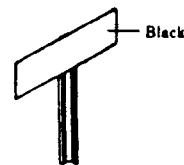
Fouling Point



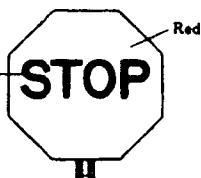
Derail  
Rule 104(L)



Westward Siding or  
Eastward Siding  
Rule 105(A)



Flanger



Stop  
Rules 98 and 98(B)

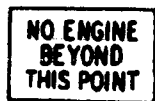


Stop

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



Begin and End ABS



No Engine Beyond This Point



Begin and End CTC



Signal Overlap  
Rule 303



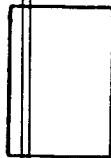
End of Overlap  
Rule 303



No Clearance

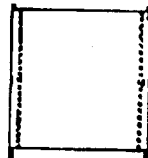


One Mile Draw Span  
Rule 98



Track Flag

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



Track Flag



Junction  
Rule 98(B)



Railroad Crossing  
Rules 98 & 98(B)



Yard Limit  
Rule 93



End Double Track

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
- c. TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS
- 34 TONS/OP. BRAKE

```

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

    XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
    XXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
    S S SS
    D

    150
    140 .
    130 .
    120 .
    110 .
    100 C
    90  X A
    80  X B
    70  X
    60  X
    50  X XX
    40  X
    30  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXX
    20  XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXX
    LEN
    SPH
    LL S

```

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

- a. \*\*\*SPEED RESTRICTION EXISTS ON THIS TRAIN\*\*\* will print if a car on the wheel report has "SPD" in Special Handling Field.
- b. 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.
- c. Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- d. 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".
- e. "LEN" represents car length - "S" = Short car 50 feet or shorter.  
"L" = Long car 80 feet or longer.
- f. "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	MRE	Mechanical Refrigeration
DAN	Dangerous	NPR	No Placards Required
DEV	Loading Devices Required	ORM	Other Regulated Material
DNH	Do Not Hump	PBC	Perishable in Box Car
DNS	Do Not Separate	POG	Poison Gas
EW	Excessive Weight	RE	Rear Ender
EXP	Explosive	RII	Rejected in Interchange
HFR	Home For Repairs	RM	Radioactive
HIV	High Value	Sxx	Speed in Miles Per Hour (xx is MPH.)
HTR	Heater(s) in Car	SPD	Speed Restriction
HWI	High Wide	UOS	Unload From One Side Only
IRM	Incentive Rate Movement	WI	Waive Inspection
L01-L09	BN Local Yard Use Only	ZIP	Expeditor Trains Only



Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS Rule 6	Distance from Chicago
	00001		0.0	CHICAGO UN. STA. BIK	0.0
			0.8	ROOSEVELT ROAD I	0.8
	00002		1.7	UNION AVE. IX(2)	1.7
			1.8	HALSTED STREET	1.8
	00004		3.7	WESTERN AVE. X	3.4
	00007		7.0	CICERO BKT(2)	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	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
			31.6	ROUTE 59	31.6
	00033		33.4	EOLA BKT(2)	33.4
	00035		35.3	WEST EOLA BKT(2) To West Chicago-12.1	35.3
	00037		38.4	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. Maximum Speed Permitted - Zone-Between

	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 1.7 - MP 2.1	35 15	35 15		
MP 2.2 - MP 6.3	45 15	45 15	35 15	
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 Ceko .....	19 feet 5 inches high

**ICG overcrossing MP 8.99**

Main 1 .....	20 feet 4 inches high
Main 2 .....	20 feet 1 inches high
Main 3 .....	20 feet 0 inches high
Yard Lead .....	19 feet 9 inches high

**Highlands MP 16.44**

Main 1 .....	20 feet 4 inches high
Main 2 .....	20 feet 3 inches high
Main 3 .....	20 feet 4 inches high

**EJE overcrossing MP 32.96**

Main 1 .....	20 feet 1 inches high
Main 2 .....	20 feet 1 inches high
Main 3 .....	20 feet 0 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. TWC Instructions -None**

Rule 450 in effect.

**Chicago Union Station and Eola-Rule 405 applies.**

Track Warrant received Aurora by conductor and engineer for trains 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, and 1222 continues in effect for trains 1201, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299 and 1203, then trains 1230, 1232, 1238, 1242, 1244, 1248, 1250, 1252, 1254, and 1256.

Track Warrant received Aurora by conductor and engineer for trains 1268, 1270, 1272 continue in effect for trains 1265, 1267, 1269, then Trains 1274, 1276, 1278, then trains 1271, 1273, and 1275.

Track Warrant received Aurora by conductor and engineer for trains 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, and 1322, continue in effect for trains 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319 and 1321.

Track Warrant received Chicago by conductor and engineer for trains 1205, 1207, 1209, 1211, 1213, 1215, 1219, 1223, 1225, 1237 and 1239 continue in effect for trains 1258, 1260, 1262, 1264, 1266, 1288, 1290, 1292, 1294, 1296, and 1298 then trains 1249, 1251, 1255, 1257, 1259, 1261 and 1263.

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

**4. Rule 99-** When flagging is required, distance will be 1.5 miles.**5. Amtrak Trackage-**

All movements on wye tracks, Amtrak trackage, at Canal Street connection will be governed by Amtrak signal indication.

Amtrak rules govern operation of trains and engines at Union Station and between Union Station and Roosevelt Road, MP 0.8.

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.

**6. 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.

**7. Automatic Cab Signals-** Automatic Cab Signal Territory in effect for Suburban trains between Chicago and Aurora.**Communicating Signals**

Suburban passenger trains operating between Chicago and Aurora are equipped with communicating signals. Each car must be connected with the engine by a communicating signal appliance unless radio communication between the conductor and engineer is provided. The radio may be used in place of communicating signals to convey information.

The signals prescribed are illustrated by "o" for short sounds and "—" for longer sounds.

SOUND	INDICATION
(a) oo	When standing, start.
(b) oo	When running, stop.
(c) 000	When standing, back.
(d) —	Running test completed; elsewhere, when running look back for hand signals. When standing, apply or release air brakes.

**8. 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.

**9. Whistle Signals-**

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.

**10. Markers-**

All Suburban locomotives equipped with red markers under head light, must have marker displayed when locomotive in trailing position.

**11. Highway Crossing Instructions-**

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 been 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.

### 12. Rule 107 Modification-

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.

### 13. 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.

### 14. 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.

### 15. 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.

### 16. 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.

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

### 18. 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.

### 19. Rule 105- Industrial Track between Aurora and West Chicago.

### 20. 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.

### 21. 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.

### 22. 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.

### 23. Excessive Exhaust Emissions-

Locomotives on westbound trains will be operated in proper throttle positions to prevent excessive exhaust emissions between MP 9 and MP 11.7.

Unless necessary, do not exceed throttle position 4 (four) and pause at least 30 seconds between throttle increases within the designated limits.

### 24. Clyde Diesel Shop-

Stop signs have been installed at the Clyde Diesel Shop indicating the limits of the powered derail at the entrance to the diesel shop. All movements must stop before calling the diesel shop foreman who has direct control of the derail. TY&E personnel must identify themselves and their train I.D., or unit number, to the diesel shop foreman. They will be given permission to pass the derail, and they will be told on what specific track to leave their engines. These instructions must be repeated to the foreman immediately. Persons receiving permission to enter the diesel shop area must report when they are clear of the derail so protection can be restored. This is an insulated track derail which will not operate if engines are beyond the stop signs. All movements within the diesel shop area are to be made at restricted speed not exceeding 5 MPH. Do not couple into other equipment within the diesel shop area for any reason.

### 25. FRA Excepted Track-

FRA exception on Alley Track servicing Beacom News.

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

Main 3 - MP 24.25

### 27. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
71006 Batavia .....	7.6 from Aurora .....	3	West
71012 West Chicago .....	13.3 from Aurora .....	Yard	Both



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

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

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

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

	Freight
Loaded ore trains.....	35 MPH.
Loaded ore trains consisting entirely of coal car equipment.....	45 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.
<b>Between Flag Center and Rockford</b>	
Flag Center and MP 12.0 .....	25 MPH.
MP 12.0 and MP 13.0 .....	10 MPH.

MP 13.0 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. TWC Instructions -None

Rule 450 in effect

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

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

#### 6. 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.

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

#### 8. Rockford- When movement is made over Winnebago Street on the CNW, a crew member must be in a position on the ground at the crossing to warn traffic until the crossing is occupied by train, engine or cars.

#### 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.

**Rockford-CCP** Manual Interlocking is controlled by the CCP Dispatcher. If signal fails to clear, contact the CCP Operator at Freeport or the BN 2nd Subdivision Dispatcher.

#### 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-

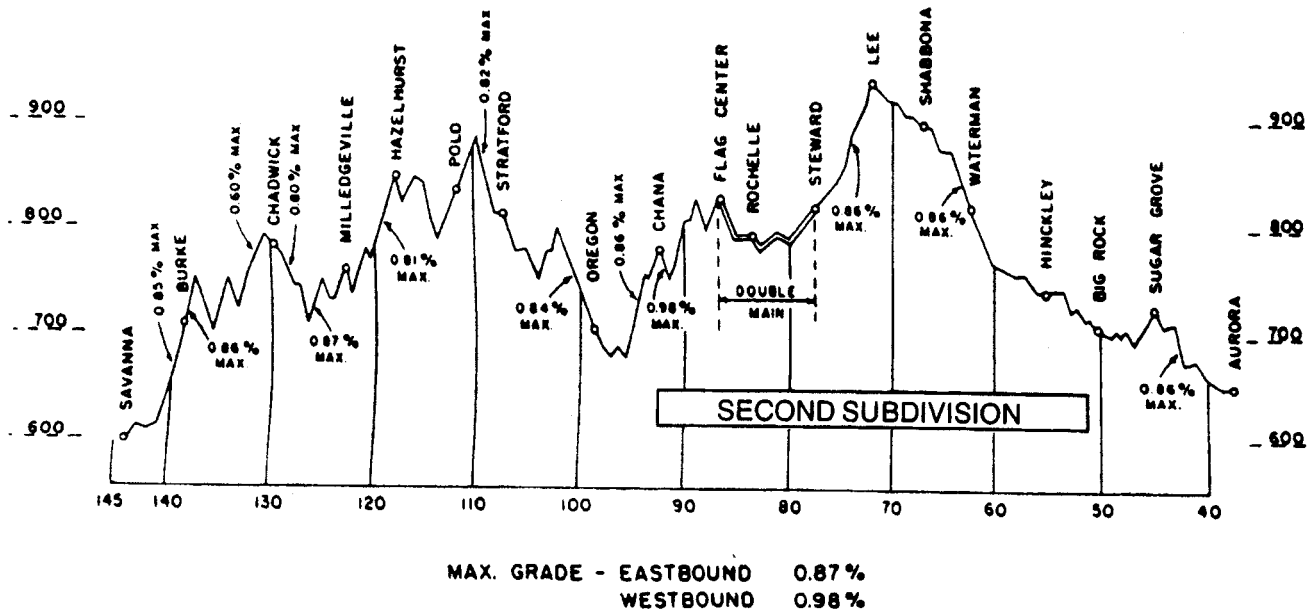
MP 71.3  
MP 111.3

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

MP 54.12  
MP 71.76  
MP 121.05

## 14. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
00071 Lee	4.0 west of Shabbona	25	West
71205 Kings	4.2 from Flag Center	61	Both
71211 Davis Jct.	11.8 from Flag Center	10	West
71219 Camp Grant	18.9 from Flag Center	72	Both
71223 Rockford	23.5 from Flag Center	Yard	Both
71307 Mt. Morris	6.8 from Oregon	Yard	Both
00111 Polo	4.5 west of Stratford	56	West
00117 Hazelhurst	1.9 west of Carter	10	West



Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS			Distance from Savanna
				Rule 6			
	00143	3	143.7	SAVANNA	AX	ABS	0.0
	00156		156.9	ROBINSON SPUR	X	TWC	13.2
				GALENA			
	00171		172.3	PORTAGE	J	CTC	28.6
				12.5			

BETWEEN PORTAGE AND EAST DUBUQUE OPERATE ON CCP TRACKAGE.  
CCP TIMETABLE AND SPECIAL INSTRUCTION WILL GOVERN.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS			Distance from Savanna
				Rule 6			
			184.9	EAST CABIN	JIKX		41.1
			0.2	EAST DUBUQUE	XI		41.3
			15.0	POTOSI	X		56.3
			13.0	CASSVILLE	X(2)		69.3
			9.8	GLEN HAVEN	X	ABS	79.1
			5.6	BAGLEY	X	TWC	84.7
			3.6	WYALUSING			88.3
			3.6	PORTS			91.9
			1.4	CRAWFORD	M	CTC	93.3
			2.7	PRAIRIE DU CHIEN	Y		96.0
			14.0	LYNXVILLE	X		110.0
			8.5	FERRYVILLE	X(2)	ABS	118.5
			7.7	DE SOTO	X	TWC	126.2
			10.8	GENOA	X		137.0
			15.4	GRAF		CTC	152.4
			3.6	GRAND CROSSING	IY		156.0
			0.2	NORTH LA CROSSE	BKTY		156.2
			1.8	SULLIVAN	Y	CTC	158.0
			15.7	TREMPEALEAU	X	ABS	173.7
			7.0	EAST WINONA		CTC	180.7
			2.5	WINONA JCT.			183.2
			7.0	FOUNTAIN CITY	X		190.2
			7.9	COCHRANE	X	ABS	198.1
			8.2	ALMA	X(2)	TWC	206.3
			8.7	NELSON			215.0
			2.1	TREVINO		CTC	217.1
			0.8	MEARS			217.9
			3.2	PEPIN	X		221.1
			12.6	MAIDEN ROCK			233.7
			7.6	BAY CITY	X(2)	ABS	241.3
			4.7	HAGER		TWC	246.0
			6.6	DIAMOND BLUFF	X		252.6
			10.0	PRESCOTT			262.6
			0.2	BURNS			262.8
			2.7	ST. CROIX TOWER	J	CTC	265.5

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

Train Dispatcher Calls-Savanna (Mt. Carroll)-41, Cassville (Baltown)-42, Prairie Du Chien (Pikes Peak)-43, Desoto (Lansing)-44, Genoa-48, No. LaCrosse (Onalaska)-45, Nelson (Wabasha)-46, Bay City (Red Wing)-47, St. Croix-49.

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

	Freight
Loaded ore trains.....	35 MPH.
Loaded ore trains consisting entirely of coal car equipment.....	45 MPH.
Against the current of traffic on double track.....	49 MPH.
Loaded coal, ore, potash, grain, and ballast trains against current of traffic.....	30 MPH.
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. TWC Instructions -

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

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

Rule 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.

At North LaCrosse clear time of track warrants will be given verbally to the operator who in turn will relay information to the Galesburg train dispatcher. When this method is used it will not be necessary for train crews to clear track warrants with the train dispatcher. This information will be included on the Train Delay Report.

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

### 5. 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.

### 6. 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.

### 7. Portage to East Dubuque-

Movement between Portage and East Dubuque on the Chicago, Central and Pacific Railroad will be governed as follows:

Chicago, Central and Pacific Railroad bulletins and notices affecting train movement between Portage and East Dubuque will not be posted on Burlington Northern. Information affecting Burlington Northern employees and/or train movement will be covered by Lakes Division general orders and notices.

General Code of Operating Rules, Rule No. 251 is in effect between East Cabin and Portage and Burlington Northern trains will not require track warrant authority except for movements against the current of traffic outside of yard limits. Burlington Northern track warrant form is identical to that in use on the Chicago, Central and Pacific and will be used by Burlington Northern crews required to copy track warrants on this territory.

Speed restrictions contained in Chicago, Central and Pacific Railroad Company system timetable No. 3, Dubuque Subdivision, Page 11 are modified as follows:

#### 1. Speed Restrictions-

Portage to East Cabin trains consisting entirely of TOFC/COFC and/or autorack equipment.....	60 MPH.
East Cabin - turnout westward main track BN.....	25 MPH.

### 8. Prairie du Chien- When using sidings, crew member must protect movement over Frederick Street until gates are down.

### 9. 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.

### 10. At Winona 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.

### 11. St Croix Tower to MP 407.40-

Movements authorized by East Hump Dispatcher Northtown.

### 12. Regarding stations with crossovers indicated in station column-

Bagley, and Diamond Bluff-facing point only.

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

All other stations-trailing point only.

### 13. The following Track Side Warning Detectors protect bridges, tunnels or other structures- None.

#### Other Track Side Warning Detector Locations-

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

### 14. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
00163 Blanding .....	6.9 west of Robinson Spur .....	12	West
71402 Dubuque .....	1.0 from East Dubuque .....	Yard	Both
00205 McCartney .....	5.5 west of Potosi .....	4	West
00246 Charme .....	7.7 west of Prairie du Chien .....	4	West
00286 Stoddard .....	10.6 east of Graf .....	22	East
00310 Lytle .....	6.2 east of Trempealeau .....	4	East
71502 Winona .....	1.5 from East Winona .....	Yard	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv BRANCH LINE STATIONS		Distance from Montgomery
				Rule 6		
	20001	60	40.2	MONTGOMERY	JY	0.0
	71703		43.3	3.3 OSWEGO		3.3
	71709		49.4	6.1 YORKVILLE		9.4
	71716		56.0	6.7 MILLBROOK	TWC	16.1
	71720		59.6	3.5 MILLINGTON		19.6
	71724		64.4	4.8 SHERIDAN		24.4
4,200	71729		68.9	4.5 SERENA		28.9
5,400	71733		72.8	3.9 WEDRON		32.8
	71741		80.9	8.2 OTTAWA	ABKY	41.0
	71750		89.6	8.6 GRAND RIDGE	Y	49.6
	71758	96.2	8.0 STREATOR	Y	57.8	

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls-Somonauk (Victor)-24, Mendota-23,  
Ottawa-72

#### 1. Maximum Speed Permitted -

##### Zone-Between

##### Freight

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. TWC Instructions-

In effect between MP 41.4 and MP 77.6.

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

Rule 450 in effect.

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

#### 5. 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.

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

#### 7. Rule 10(D)-in effect this subdivision.

#### 8. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
71744 Hitt .....	2.7 west of Ottawa .....	15	Both

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
					Rule 6			
	392.1	00409	3	410.5	2MT	ST. CROIX	JX	0.0
				11.9				
	402.5	00420				NEWPORT	X(2)	11.9
				2.9				
	405.0					DUNN	Y	14.8
				1.6				
	406.5	00424		426.7		OAKLAND	JX(2)Y	16.4
				0.8				
	407.4					ST. PAUL YARD	Y	17.2
				0.5				
	407.9	00426	428.3	DAYTONS BLUFF	Y	17.7		
			0.9					
	408.8		429.1	HOFFMAN AVENUE	JX(2)Y	18.6		
			0.6					
	409.4		429.7	DIVISION STREET	JXY	CTC		
			0.6					
		00429	430.0	SEVENTH ST.	JXY	ABS	19.8	
			0.0	1.5				
		51202	1.3	MISSISSIPPI ST.	X(2)Y	ABS	21.3	
			0.6					
		51204	2.3	SOO LINE JCT.	JY	ABS	21.9	
			4.4					
		51209	6.7	UNION	XY	ABS	26.3	
			1.2					
		51210	7.9	PARK JUNCTION	AJXY	ABS	27.8	
		1.9						
	51211	9.8	EAST MINNEAPOLIS	JTX	ABS	29.3		
		2.1						
		11.7	UNIVERSITY	JX(2)Y	CTC	31.4		
		0.8						
	00439	12.5	35th AVE.	XY	CTC	32.2		
		1.4						
	00441	13.9	NORTHTOWN	BKT	CTC	33.6		
		1.8						
	00442	15.5	INTERSTATE	X(2)	CTC	35.4		
		5.7						
	00448	21.1	COON CREEK	JX(2)		41.1		
			5.7					



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	EAST WARD
					Rule 6			
		00453		26.8	ANOKA	X	46.8	
		00465		38.6	11.8 ELK RIVER	X	58.6	
		00475		47.0	8.4 BIG LAKE		67.0	
	9,150	00482		57.5	10.5 BECKER		77.5	
		00490		62.7	5.2 CLEAR LAKE		82.7	
		00502		73.9	11.3 ST. CLOUD JCT.	TX(2)Y	94.0	
	E7,207	00506		78.4	4.4 SARTELL	XY	98.4	
		00516		88.7	9.9 RICE	X	108.3	
		00531		103.3	14.7 GREGORY		123.0	
	10,725	00533		106.0	2.8 LITTLE FALLS	T	125.8	
	11,618	00538		110.8	4.4 DARLING		130.2	
	11,813	00544		116.5	5.8 RANDALL		136.0	
	11,878	00555		127.8	11.0 LINCOLN		147.0	
		00561		134.0	6.2 PHILBROOK		153.2	
		00567		140.0 148.0	6.3 STAPLES	BJK TX(2)Y	159.5	
		00578		159.0	11.0 VERNDALE		170.5	
		00585		165.8	6.7 WADENA	X	177.2	
		00598		178.5	12.9 NEW YORK MILLS	X	190.1	
		00608		189.3	10.8 PERHAM	X	200.9	
	W6,135	00629		210.1	20.8 DETROIT LAKES	AX	221.7	
		00632		213.1	3.0 RICHARDS SPUR	X	224.7	
		00642		222.0	9.7 LAKE PARK	X	234.4	
		00650		230.5	7.9 MANITOBA JCT.	JTX	242.3	
		00653		234.4	3.7 HAWLEY	X	246.0	
		00661		242.4	7.3 WITHEROW	X	253.3	
		00668		248.8	7.3 GLYNDON	JX	260.6	
		00673		0.0 3.2	DILWORTH	BKTX(2)Y	265.9	

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. Maximum Speed Permitted - Zone-Between

	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 428.8 .....	70 MPH.	50 MPH.

MP 422.2-Newport		
Through east crossover .....	25 MPH.	25 MPH.
Through west crossover .....	35 MPH.	35 MPH.
MP 426.7 through		
crossover between two main tracks .....	25 MPH.	25 MPH.
MP 428.8-429.7 .....	30 MPH.	25 MPH.
Following speed restrictions are in effect on Soo Line tracks, Main 1, St. Croix to Newport and Main 2, Newport to Division Street		
St. Croix to Division .....	70 MPH.	50 MPH.
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 73.5 .....	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.	
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:	<b>Up to 100 tons/OB</b>	<b>Over 100 tons/OB</b>

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.)
Royalton .....	Elevator Track
Little Falls .....	All Spur Tracks
Randall .....	House Track
Staples .....	TexGas Spur
Verndale .....	South Spur
Verndale .....	House Track

Wadena .....	North Track
Wadena .....	House Track
Wadena .....	Oil Spur
Wadena .....	Cenex Spur
New York Mills .....	South Elevator Track
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. TWC Instructions-

**At Northtown-**All eastward trains destined east of St. Croix must obtain a track warrant at Northtown from the Galesburg dispatcher and a track warrant at Northtown from the Northtown Hump dispatcher listing track bulletins in effect.

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-Northtown.

## 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.

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

Rules 405 and 450- In effect on this subdivision.

4. **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.

5. 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

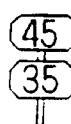


FIGURE 5

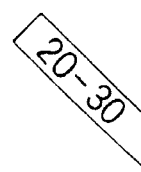
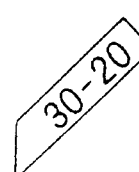


FIGURE 6



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.

6. **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.

- 7. 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.

- 8. 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.

- 9. 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.

- 10. 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

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

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

Power operated yard switches in Northtown Yard numbered: 99 - east end diesel shop  
207 through 247 - near Interstate  
303 through 307 - near FMC  
401 through 453 - East End Receiving Yard  
501 through 510 - Hump Underpass Area  
601 through 681 - 34th and Bottleneck  
817 through 823 - University and East End Transfer Tracks

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

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

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

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

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

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

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

- 13. 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.

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

- 15. 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."

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

Westward trains between MP 28.0 and MP 29.0

Eastward trains between MP 122.0 and MP 121.0

Eastward trains between MP 219.0 and MP 218.0

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

- 18. 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.

- 19. 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.

- 20. 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.

- 21. 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.

- 22. 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.

- 23. 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.

- 24. 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.

- 25. 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.

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

**Other Track Side Warning Detectors located at-**

MP 34.7 ..... Eastward and Westward Tracks.  
MP 60.4 ..... 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 225.0 ..... Eastward and Westward Tracks.

- 27. Rollby Inspections-** 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.

- 28. Rule 104(B)(5)-** Does not apply unless directed by Train Dispatcher.

- 29. Automatic interlockings not indicated at station-** Soo Line crossings at Bald Eagle 14.6 miles west of east Minneapolis.

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

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

MP 415.68	MP 47.35
MP 421.30	MP 58.37 MT-2
MP 20.34 MT-1	MP 58.59 MT-2
MP 20.75 MT-1	MP 62.89 MT-1

### 32. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
<b>Main 2</b>			
Curry .....	5.0 west of St. Croix .....	4	West
St. Paul Park .....	10.7 west of St. Croix .....	2	West
Red Rock .....	13.0 west of St. Croix .....	10	East
<b>Main 1</b>			
Chemolite .....	13.6 east of Division Street .....	23	Both
<b>On Westward Track</b>			
51011 M & D Jct. ....	12.6 east of East Mpls. ....	105	Both
51012 White Bear Lake .....	13.5 east of East Mpls. ....	103	Both
51017 Hugo .....	18.8 east of East Mpls. ....	12	East
Northern States Power Co.			
Spur .....	6.5 west of Northtown .....	10	West
Kinas Spur .....	7.1 west of Northtown .....	14	West
Minnesota Sawdust Spur .....	3.8 west of Anoka .....	5	East
Remmele Engineering .....	0.8 East of Big Lake .....	10	West
52503 Crestliner, Inc. ....	1.9 west of Little Falls .....	8	
52504 Hennepin Paper Spur .....	3.3 west of Little Falls .....	25	East
52506 Belle Prairie .....	5.6 west of Little Falls .....	5	East
52509 Camp Ripley .....	7.8 west of Little Falls .....	105	Both
00523 Royalton .....	7.0 west of Rice .....	55	West
00636 Audubon .....	4.1 west of Richards Spur .....	50	West
00641 LaBelle .....	1.2 east of Lake Park .....	5	East
55005 Hitterdal .....	5.0 west of Manitoba Jct. ....	23	Both
55012 Ulen .....	11.9 west of Manitoba Jct. ....	47	Both
09229 Averill .....	6.9 west of Glyndon .....	30	Both
09237 Felton .....	7.8 west of Averill .....	31	Both
09244 Borup .....	7.1 west of Felton .....	35	Both
Offutt & Son Potato Spur .....	0.4 west of Glyndon .....	19	West
<b>On Eastward Track</b>			
00632 Richards Spur .....	3.5 west of Detroit Lakes .....	100	West
NSP Spur .....	5.5 east of Clear Lake .....	Yard	East
00485 Edling Spur .....	4.3 east of Clear Lake .....		
00464 REA Spur .....	0.8 east of Elk River .....	30	East
00459 Pyrofax Gas Corp. Spur .....	5.8 east of Elk River .....	3	East
00456 L. H. Bolduc Co. Inc. ....	8.8 east of Elk River .....	15	East
00502 St. Cloud .....	1.4 west of St. Cloud Jct. ....	Yard	Both
09070 St. Joseph .....	8.3 west of St. Cloud Jct. ....	50	Both
09072 Collegeville .....	11.0 west of St. Cloud Jct. ....	8	West
07385 Liberty Spur .....	4.5 west of St. Cloud Jct. ....	82	East
07383 Cold Spring Granite Spur .....	7.1 west of St. Cloud Jct. ....	10	East
07374 Cold Spring Granite Spur .....	10.4 west of St. Cloud Jct. ....	23	Both
Cold Spring Granite Spur .....	15.1 west of St. Cloud Jct. ....	6	West
Cold Spring Granite Spur .....	15.1 west of St. Cloud Jct. ....	12	West
Cold Spring Granite Spur .....	15.2 west of St. Cloud Jct. ....	42	West
Cold Spring Elevator Track .....	15.4 west of St. Cloud Jct. ....	23	West
Cold Spring Siding .....	15.6 west of St. Cloud Jct. ....	31	Both

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

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. TWC Instructions-**

NRPC trains originating at Midway Station will not require a clearance, but must obtain track warrants listing track bulletins in effect.

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

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

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

**7. Mpls. Terminal Area-** City ordinance of Mpls. prohibits the unnecessary use of the engine whistle.**8. 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 \_\_\_\_\_ until \_\_\_\_\_ (time)
- C. between \_\_\_\_\_ or \_\_\_\_\_ 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.

**9. Handling 80 Feet or Longer Cars-**

(See All Subdivisions, Item 4A.)

**Between Seventh Street and Westminster Street-**

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

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

**10. Between 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.**

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from Boylston
					Rule 6		
		05013	2108	11.8	BOYLSTON	JT	0.0
	6,118	06112		24.5	FOXBORO		12.7
	7,129	06100		36.6	NICKERSON		24.7
	5,690	06088		48.9	BRUNO		36.9
	6,957	06080		57.2	ASKOV		45.3
	7,685	06074		63.1	SANDSTONE		51.2
	7,417	06065		72.3	HINCKLEY	BJY	60.3
	8,553	06057		80.1	BROOK PARK		68.2
				80.7	MORA JCT.		68.3
	9,000	06046		91.3	GRASSTON		79.4
		06040		96.6	BRAHAM		84.7
	5,042	06029		107.4	CAMBRIDGE		95.5
	4,958	06018		119.0	BETHEL		107.2
	9,000	06006		131.0	ANDOVER		119.1
		00448		136.9	COON CREEK	J	125.0

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

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

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 77.0.	

**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. TWC Instructions-

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

Rule 405- In effect on this subdivision.

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

### 5. 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).

### 6. Automatic Switches are located at:

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

### 7. Track between Mora Jct. and Mora is considered Industrial Track.

Rule 105 applies. Maximum speed 25 MPH.

### 8. 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 66.5  
MP 96.3  
MP 126.5

### 9. Rule 104(B)(5)- Does not apply unless directed by Train Dispatcher.

### 10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
06002 North Central Public Service Spur .....	2.3 east of Coon Creek .....	6	West
06012 Cedar .....	5.7 east of Andover .....	8	West
06024 Husky Spur .....	7.4 west of Cambridge .....	2	West
06024 Isanti .....	5.7 west of Cambridge .....	54	Both
07438 Mora .....	11.4 west of Brook Park .....	5	Both
06094 Kerrick .....	6.5 west of Nickerson .....	8	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv BRANCH LINE STATIONS		Distance from Hinckley
				Rule 8		
	06065		75.4	HINCKLEY	8JY	0.0
	51063		62.6	13.1 PINE CITY		13.1
	51053		52.7	9.8 RUSH CITY		22.9
	51041	214	40.7	12.0 NORTH BRANCH	TWC	34.9
	51030		28.6	12.1 WYOMING		47.0
	51026		24.4	4.2 FOREST LAKE		51.2

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

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

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

### Freight

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. TWC Instructions-

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

Rule 405- In effect on this subdivision.

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

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

### 6. 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.

### 7. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
51033 Stacy Spur .....	4.2 east of Wyoming .....	15	East
51064 Gorham Spur .....	1.0 east of Pine City .....	5	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE STATIONS	Rule 6	Distance from Superior
	05004		5.5	SUPERIOR	BKTY	0.0
			7.6	54TH ST.	IY	2.1
	05008	28	8.8	CENTRAL AVE To Rices Point Yard on Coal Track 10.1	IJXY	3.3
			9.4	M&J JCT.	IJY	3.9
	05010		10.3	SAUNDERS	IJX(2)Y	5.3
	05013		12.6	BOYLSTON	JTX	7.7
			15.9	MP 15.9	TWC	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	31	164.9	CASS LAKE	BKTY	157.2

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

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

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

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

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

Westward Ninth Subdivision trains will require a track warrant at  
Saunders.

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

Rules 405 and 450-In effect on this subdivision.

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

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

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

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

Coal Main between Central Avenue  
MP 8.8 and 28th Street MP 6.1 ..... 20 MPH.  
Between 28th Street MP 6.1 and connecting track MP 3.5 ..... 12 MPH.  
Between MP 3.5 and Rices Point Yard MP 1.6 ..... 12 MPH.

Eastbound and Westbound Freight Main between  
54th Street and Superior (28th Street) ..... 12 MPH.

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

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

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.

#### 8. Between Central Avenue and Superior East End-

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

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

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

#### 10. Automatic Switches are located at:

MP 15.9  
Carlton Siding - east switch

#### 11. Gunn- Before using crossover, obtain permission from train dis- patcher.

- 12. 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.

- 13. 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.

- 14. 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.

- 15. 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 31.5  
MP 53.4  
MP 80.3  
MP 105.0  
MP 130.3

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

MP 40.55  
MP 70.2  
MP 88.2

- 17. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
05001 Duluth .....	7.8 east of Superior .....	Yard	Both
05029 Rices Point .....	6.8 east of Superior .....		Both
05029 Alford .....	3.8 east of Carlton .....	10	East
05068 Brookston Gravel Pit .....	0.1 west of Brookston .....	45	Both
05086 Mirbat .....	5.4 east of Floodwood .....	7	East
05086 Wawina .....	6.7 west of Island .....	7	East
05113 Seyton .....	3.2 west of Grand Rapids .....	52	Both
05116 Minn. Power and Light			
Spur .....	0.4 west of Cohasset .....	121	East
05144 Bena .....	12.9 west of Ball Club .....	30	West
05156 Webster Lumber Co .....	5.3 west of Schley .....	16	East
05273 International Falls via DWP .....	172.1 west of Superior .....	Yard	Both

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

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

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

Freight

Allouez and Saunders ..... 25 MPH.

- 2. Bridge, 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. TWC Instructions-** None.

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

- 5. 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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv MAIN LINE STATIONS	Distance from Carlton
6,729	05033		28.0	CARLTON J	0.0
6,387	52138		44.0	16.1 CORONA	16.1
	52143		49.5	5.5 CROMWELL	21.6
9,000	52147		53.8	3.8 WOODBURY	25.4
5,994	52165		71.0	17.6 McGREGOR	43.0
6,503	52173		79.8	8.7 KIMBERLY	51.7
5,698	52185	27	91.5	11.9 AITKIN	63.6
	52195		101.9	10.3 DEERWOOD	73.9
9,000	52205		111.5	9.6 LOERCH	83.5
6,600	52212		118.7	7.2 BRAINERD BKT	90.7
6,310	52226		132.1	13.4 PILLAGER	104.1
6,404	52235		140.8	8.7 MOTLEY	112.8
	00567		147.8	7.3 STAPLES BJKTY	120.1

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls-Carlton-84, McGregor-89, Deerwood-90, Brainerd-83

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

#### Freight

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 120.0 ..... 25 MPH.  
Through No. 20 turnout at Carlton Jct. .... 25 MPH.  
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. TWC Instructions- All movements must be authorized by Track Warrant Control.

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

Rule 405- In effect on this subdivision.

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

#### 5. 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.

#### 6. 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 & Ironston is considered Industrial Track.  
Rule 105 applies. Maximum speed 5 MPH.

#### 7. 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.

#### 8. 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.

#### 9. 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

#### 10. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
52132 Sawyer	9.7 west of Carlton	5	East
52150 Wright	15.4 east of McGregor	21	West
52156 Tamarack	9.3 east of McGregor	3	East
52218 Klein Spur	6.1 west of Brainerd	14	East
52240 Northern Mfg. Spur	3.5 east of Staples	9	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	12th Subdiv MAIN LINE STATIONS	Distance from Brookston
	05055		58.0	BROOKSTON J	0.0
7,686	52311	236	69.2	11.4 BADEN	11.4
7,664	52325		82.7	13.6 FERMOY	25.0
7,616	52338		97.4	14.9 ONEGA	39.9
			107.5	10.4	
	52401		0.0	KELLY LAKE To Emmert 6.7 BJKTY	50.3
	52354		3.8	4.0 KEEWATIN	54.3
	52362		9.4	5.6 NASHWAUK	59.9
5292	52373	237	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

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

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

#### Freight

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 bridge 28.3 between Canistee and Gunn ..... 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. TWC Instructions- All movements must be authorized by track warrant.

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

Rules 405 and 450- In effect on this subdivision.

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

## 5. 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.

## 6. 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.

## 7. Between Calumet and Canisteo 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.

## 8. 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

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

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

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

## 12. 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.

## 13. 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**.

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

MP 62.93                      MP 95.57  
MP 88.17                      MP 106.60

## 15. Industrial Tracks and Other Tracks-

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

## MINE SPURS

Name	Miles-Location	Switch Opens
52403 Hibbing Taconite .....	0.5 east of Kelly Lake .....	West
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 Nashwauk .....	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv MAIN LINE STATIONS		Distance from Mpls. Jct.	Rule 6
	00437	217	9.5	MPLS. JCT.	JTX	0.0	
			9.7	0.5 HARRISON ST. To Van Buren St. 0.9	JTY	0.5	ABS
			10.8				
	03002		10.8	1ST ST. NORTH	Y	2.1	
	03004		12.4	LYNDALE JCT.	JY	3.1	ABS
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	22	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	BJKTX(2)	93.1	
	03099		108.9	6.6 PENNOCK		99.7	
8,666	03107		116.3	7.4 KERKHOVEN		107.1	
	03111		120.8	4.5 MURDOCK	CTC	111.6	
	03116	288	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	JTX	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	288	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 ABS	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. Maximum Speed Permitted- Zone-Between

	Freight
Mpls. Jct. and South Moorhead	40 MPH.
MP 9.7 and MP 13.4	25 MPH.
MP 23.6 and MP 24.5	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 at MP 100.8		
East switch at Breckenridge MP 211.9		
at East power crossover at MP 130.8	25 MPH.	25 MPH.
Trains or engines through turnout at West power crossover at Benson MP 133.8	10 MPH.	10 MPH.

Sidings at:		
Wayzata		
East Switch MP 24.6	25 MPH.	25 MPH.
West Switch MP 26.6	25 MPH.	25 MPH.
Delano		
East Switch MP 36.6	25 MPH.	25 MPH.
West Switch MP 38.8	25 MPH.	25 MPH.
Howard Lake		
East Switch MP 52.6	25 MPH.	10 MPH.
West Switch MP 55.7	25 MPH.	10 MPH.
Cokato		
East Switch MP 59.6	10 MPH.	not permitted
West Switch MP 61.1	10 MPH.	not permitted
Dassel		
East Switch MP 65.5	10 MPH.	not permitted
West Switch MP 67.2	10 MPH.	not permitted
Litchfield		
East Switch MP 74.3	20 MPH.	10 MPH.
West Switch MP 77.1	25 MPH.	10 MPH.
Atwater		
East Switch MP 89.2	10 MPH.	10 MPH.
West Switch MP 91.3	10 MPH.	10 MPH.
Kerkhoven		
East Switch MP 115.3	25 MPH.	25 MPH.
West Switch MP 117.1	25 MPH.	25 MPH.
Benson		
East Switch MP 132.2	25 MPH.	25 MPH.
West Switch MP 133.8	25 MPH.	25 MPH.
Morris		
East Switch MP 155.1	25 MPH.	25 MPH.
West Switch MP 159.0	25 MPH.	25 MPH.
Donnelly		
East Switch MP 165.8	25 MPH.	25 MPH.
West Switch MP 167.3	25 MPH.	25 MPH.
Norcross		
East Switch MP 180.7	25 MPH.	25 MPH.
West Switch MP 182.2	25 MPH.	25 MPH.
Campbell		
East Switch MP 198.9	25 MPH.	25 MPH.
West Switch MP 201.6	25 MPH.	25 MPH.
Wolverton		
East Switch MP 20.9	10 MPH.	10 MPH.
West Switch MP 22.7	10 MPH.	10 MPH.

Speed on siding may differ from speed on switch.

Willmar scale lead .....	10 MPH.	10 MPH.
Willmar East Rip Track Switch .....	10 MPH.	10 MPH.
Crossover at Sioux Line Jct. between N. & S. leads & N. & S. Main Track	10 MPH.	10 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. TWC Instructions-

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

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

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

Rules 405 and 450- In effect on this subdivision.

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

## 5. 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.

## 6. Automatic Interlockings not Indicated at Station-

Soo crossing 2.3 miles west of Tintah.

## 7. CTC- Two main tracks between MP 98.0 and MP 105.0.

## 8. 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 RR/VW Operations on BN Channel 1 for permission to pass MP 8 Eastward and MP 212.32 Westward.

## 9. 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.

## 10. Yard limits in effect between MP 38.5 and South Moorhead.

## 11. 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.

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

## 13. 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.

## 14. 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.

## 15. Maple Plain- Normal position of switch leading into spur No. 2 will be lined for spur No. 2.

## 16. Cokato- Deraill placed on both ends of controlled siding.

**Benson-** The 16th Subdivision switch when lined for 16th Subdivision will display red target on non-controlled siding.

## 17. 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.

## 18. 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.

## 19. 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.

## 20. 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.)

## 21. 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.

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

Other Track Side Warning Detectors Located at-

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

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

MP 31.4  
MP 88.5  
MP 104.07

## 24. Industrial Tracks and Other Tracks-

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

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

BN Radio Channel No. 2 in service on this Subdivision.  
BN Radio Channel No. 3 in service for Minneapolis area.

## 11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
09007 Crystal Lumber Co. Spur	1.5 west of Robbinsdale	2	West
09009 Midway Platt Co. Spur	2.5 east of Osseo	11	East
09010 Osseo Concrete Co. Spur	1.5 east of Osseo	10	West
09013 North Star Concrete Co. Spur	0.9 west of Osseo	14	West
09018 Hennepin Coop Feed Exchange Spur	2.0 east of Rogers	6	East
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

1. Maximum Speed Permitted-  
Zone-Between

## Freight

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. TWC Instructions-

Maintenance of Way- Track warrant authority will be issued to permit  
occupancy of main track when train location line-up is not in effect or  
will not permit movement.  
Rule 405- In effect on this subdivision.

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

## 5. Automatic Interlockings not Indicated at Station-

Soo crossing 0.9 miles west of Lyndale Jct.  
Soo crossing 1.3 miles west of Robbinsdale.

6. 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.7. Between Monticello and Northern States Power Company  
Spur-

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

8. 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.

9. Minneapolis Terminal Area- City ordinance of Minneapolis pro-  
hibits unnecessary use of the engine whistle.10. 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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv MAIN LINE STATIONS		Distance from Sioux City
				Rule 6		
			102.0	MP 102.0	Y	7.0
	07104	144	104.6	FERRY	JTY	4.8
			107.7	3.2 FLOYD	Y	1.6
	07109		223.2	1.6 SIOUX CITY (18th Street Yard)	BJKTY	0.0
	07118		212.7	8.9 HINTON		8.9
	07119		211.4	1.3 WREN TOWER	A	10.2
7,000	07125		205.9	5.5 MERRILL		15.7
	07138		193.4	12.5 STRUBLE		28.2
	07151		180.2	13.2 SIOUX CENTER		41.4
7,000	07154		178.8	3.4 AIRPORT		44.8
	07168		163.6	13.2 DOON		58.0
5,198	07173		158.0	5.7 ALVORD		63.7
	07180		151.1	6.8 LESTER		70.5
7,000	07187		144.7	6.5 HILLS		77.0
	07194		138.1	6.6 MANLEY	A	83.6
7,277	07204		127.3	10.7 GARRETSON	JTY	94.3
	07207		124.0	3.3 SHERMAN		97.6
	07215		116.3	7.7 JASPER		105.3
6,170	07220		111.7	4.6 IHLEN		109.9
	07223	197	108.2	3.5 SPLIT ROCK		113.4
	07226		105.0	3.3 PIPESTONE		116.7
	07235		96.2	8.8 HOLLAND		125.5
7,000	07243		88.3	7.8 RUTHTON		133.3
	07248		83.3	5.0 FLORENCE		138.3
	07256		75.5	7.9 RUSSELL		146.2
	07262		69.6	5.9 LYND		152.1
7,553	07270		62.6	7.0 MARSHALL	Y	159.1
	07281		50.0	12.7 COTTONWOOD		171.8
7,000	07283		47.4	2.6 SHAM LAKE		174.4
3,070	07288		43.8	3.6 HANLEY FALLS	JT	178.0
5,013	07297		34.2	9.6 GRANITE FALLS	A	187.6
	07303		28.6	5.6 ASBURY		193.2
	07306		25.2	3.5 MAYNARD		196.7
7,569	07312		19.2	5.9 CLARA CITY		202.6
2,757	07320		11.6	7.6 RAYMOND		210.2
	07326		5.5	6.1 PRIAM		216.3
	03092		0.0	5.9 WILLMAR	BJKTY	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. Maximum Speed Permitted- Zone-Between

	Freight
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. TWC Instructions-

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

Rule 405- In effect on this subdivision.

### 4. Rule 99- When flagging is required, distances will be 2 miles.

### 5. 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.

### 6. 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.

### 7. Cottonwood- Crossing signals must be activated on elevator track prior to occupying crossing.

### 8. 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.

### 9. 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.

### 10. Lakes Division ends at MP 102.0

### 11. Track Side Warning Detectors protecting bridges, tunnels or other structures-None.

Other Track Side Warning Detectors located at:

MP 46.06 MP 113.54 MP 160.08

### 12. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
07265 Lyon Farm Center Inc .....	1.5 east of Marshall .....	6	West
07250 Southwestern Minnesota Dairy Ass'n Spur .....	1.0 east of Russell .....	12	East
07224 Jasper Grain Track .....	4.1 east of Ihlen .....	54	Both
Sioux Preme Packing Co. ....	3.2 east of Sioux Center .....	6	East
07132 Northwest Iowa Farm Bureau Service Co .....	7.1 east of Struble .....	8	West



WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS		Distance from Benson
					Rule 6		
		03123	200	0.0	BENSON	JTY	0.0
		54007		7.1	DANVERS		7.9
		54015		15.0	HOLLOWAY		15.8
2,412		54021		21.2	APPLETON	AJY	22.0
		54030		29.9	LOUISBURG		30.7
		54036		36.4	BELLINGHAM		37.1
		54046		45.5	NASSAU		46.3
		54057		57.1	LA BOLT		58.0
		54065		64.8	STOCKHOLM		65.6
2,639		54072		72.0	SOUTH SHORE		72.8
		54091		91.2	WATERTOWN	UY	92.0
		54101		101.0	GROVER		101.9
		54107		107.4	HAZEL		108.2
		54114		114.8	VIENNA		115.1
		54123		123.2	WILLOW LAKE		124.1
		54135		135.3	BANCROFT		136.2
		54140	139.7	OSCEOLA		140.6	
		54148	147.5	YALE		148.7	
		54161	161.0	HURON	JMTY	161.9	

Between Huron and Wolsey DM&E Timetable governs.

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

Train Dispatcher Calls-Appleton-57, Nassau-58, Watertown-59, Willow Lake-60, Huron-61.

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

Freight

Benson and Huron..... 40 MPH.  
MP 34.5 and MP 148.0 ..... 25 MPH.  
MP 85.0 and MP 89.0 ..... 10 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.

**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.

#### 3. TWC Instructions-

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

Rule 405- In effect on this subdivision.

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.

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

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

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

Switch located at MP 21.4 between Appleton and Louisburg is to be lined for the 16th Subdivision except when changed for immediate use.

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

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

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

Maximum authorized speed over the switch at MP 21.4 is 12 MPH when operating in either direction on the 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.

6. **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.

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

#### 8. Industrial Tracks and Other Tracks-

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

WESTWARD ↓

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv BRANCH LINE STATIONS		Distance from Morris
	03148	201	0.0	MORRIS	JTYX	0.0
	54507		7.2	ALBERTA		8.2
	54513		13.3	CHOKIO		14.3
	54519		19.2	JOHNSON	TWC	20.2
	54526		26.2	GRACEVILLE		27.2
	54532		32.1	BARRY		33.1
	54539		39.4	BEARDSLEY		40.4
	54546		46.9	BROWNS VALLEY		47.8

↑ EASTWARD

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			
		03186	209	0.0		ABERDEEN LINE JCT.	JY	44.8
		54801		0.6		B. N. JCT.	JY	44.2

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

54845		43.3	GENESEO JCT.	J	0.0
54851		48.7	6.1 CAYUGA		6.1
54857		54.8	6.1 RUTLAND		12.2
54866		84.1	9.4 HAVANA		21.6
54873	209	70.7	6.5 KIDDER		28.1
54880		74.2	3.6 JARRETT JCT.	JUY	31.7
54887		84.9	10.7 AMHERST		42.4
54894		91.3	6.4 CLAREMONT		48.8
54704		102.3	10.8 PUTNEY		59.6
54721		119.0	17.0 ABERDEEN	BJKTY	76.6

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

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

Freight

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. TWC Instructions-

Rule 405- In effect on this subdivision.

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

Eastward 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 677), identify themselves and their train by engine number and request a track warrant and respective track bulletins in effect. Track Warrants and Track Bulletins will also be received by trainmen through direct radio or phone contact with the Train Dispatcher.

#### 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.

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

5. 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.

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

#### 7. Industrial Tracks and Other Tracks-

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	19th Subdiv BRANCH LINE STATIONS			Distance from Hanley Falls
					Rule 6			
		07288	223	0.0		HANLEY FALLS	JTY	0.0
						6.1		
		53506		6.1		HAZEL RUN		6.1
						5.3		
		53511		11.4		CLARKFIELD		11.4
						6.4		
		53517		17.8		BOYD		17.8
						9.3		
		53526	27.1		DAWSON	Y	27.1	
					8.9			
		53535	36.0		MADISON	Y	36.0	

BN Radio Channel No. 1 in service for this Subdivision.  
Train Dispatcher Calls-Granite Falls-62

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

Freight

Hanley Falls and Madison ..... 25 MPH.  
Item 1A, All Subdivisions, applies.

#### 2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

#### 3. TWC Instructions-

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

Rule 405- In effect on this subdivision.

4. Rule 99- When required to flag, distance will be .5 miles.

5. 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.

6. 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		
		07204	198	127.3	GARRETSON	JTY	0.0
					8.2		
		54408		CORSON		TWC	8.2
		10.2					
	54418		145.7	SIOUX FALLS	BJKTUY	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. Maximum Speed Permitted-  
Zone-Between**

	Freight
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. TWC Instructions-**

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

Rule 405- In effect on this subdivision.

**4. Rule 99-** When required to flag, distance will be 1.0 miles.**5. Automatic Interlockings not Indicated at Station-**

E&amp;E crossing 3.9 miles east of Sioux Falls.

**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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	21st Subdiv BRANCH LINE STATIONS	Distance from Sioux Falls
				Rule 6	
	54418		0.0	(BN and E&E Crossings) SIOUX FALLS BJKTUY	0.0
	54298		1.09	1.4 EAST JCT. JY	1.4
	54297	199	2.9	1.7 WEST JCT. JY	3.1
	54293		9.9	7.0 CROOKS	10.1
	54287		14.8	4.9 LYONS	15.0
	54281		20.8	6.2 COLTON	21.2
	54274		28.2	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. Maximum Speed Permitted-  
Zone-Between**

	Freight
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. TWC Instructions-**

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

Rule 405- In effect on this subdivision.

**4. Rule 99-** When required to flag, the distance will be 1 mile.**5. 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 between 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.

**6. Sioux Falls-** Normal position for main track switch at east and west junction is lined and locked for 21th Subdivision.**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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	22nd Subdiv BRANCH LINE STATIONS	Distance from Canton
				Rule 6	
	60320		50.5	CANTON JTY	0.0
3,441	60308	2003	61.3	11.4 HARRISBURG	11.4
	60300		69.5	8.2 SOUTH YARD Y TWC	19.6
				1.2 (BN and E&E Crossings) SIOUX FALLS BJKTUY	20.8
	54418	198	145.7		

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. Maximum Speed Permitted-  
Zone-Between**

	Freight
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. TWC Instructions-**

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

Rule 405- In effect on this subdivision.

**4. Rule 99-** When required to flag, the distance will be 1 mile.**5. Canton-** North Switch on Wye track may be lined and locked for either 22th or 24th Subdiv. Target in place for 22th Subdiv.**6. 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.

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	23rd Subdiv BRANCH LINE STATIONS		Distance from Sioux City
					Rule 6		
		60000		513.1	SIoux CITY (East Yard)	Y	0.0
		60006		519.1	6.0		
		60013		525.6	NORTH SIoux CITY	Y	6.0
		60021		533.4	6.5		
		60022		534.0	JEFFERSON		12.5
		60030		542.6	7.7		
		60035		548.3	EAST WYE SWITCH	JT	20.2
		60041		556.8	0.7		
		60050		562.9	ELK POINT		20.9
		60063		575.1	8.6		
		60069		580.7	BURBANK		29.5
		60083	2001	590.9	5.7		
		60090		602.3	VERMILLION		35.2
		60097		608.9	8.5		
		60104		615.9	MECKLING		43.7
		60109		621.4	6.1		
		60116		627.9	GAYVILLE		49.8
		60121		633.4	12.2		
		60127		638.5	YANKTON		62.0
		60399		650.0	5.6		
		60414		665.0	NAPA	JT	67.6
		60427		678.2	3.6		
4,752		60437		687.9	LESTERVILLE		77.8
		60454		704.6	11.4		
		60477		727.7	SCOTLAND		89.2
4,552		60487		737.8	6.6		
		60495	748.0	KAYLOR		95.8	
		60506	757.0	7.0			
		60518	768.7	TRIPP		102.8	
		54721	778.6	5.5			
				BEARDSLEY		108.3	
				6.5			
				PARKSTON		114.8	
				5.5			
				DIMOCK		120.3	
				5.1			
				ETHAN		125.4	
				11.5			
				MITCHELL	JTY	136.9	
				15.0			
				LETCHER		151.9	
				13.2			
				WOONSOCKET		165.1	
				9.7			
				ALPENA		174.8	
				16.7			
				WOLSEY (DM&E CROSSING)	AJ	191.5	
				23.1			
				TULARE		214.6	
				10.1			
				REDFIELD		224.7	
				8.2			
				ASHTON		232.9	
				11.0			
				MELLETTE		243.9	
				11.7			
				WARNER		255.6	
				9.9			
				ABERDEEN YARD	BJKTY	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

WESTWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	24th Subdiv BRANCH LINE STATIONS		Distance from Canton
				Rule 6		
	60320	2002	295.3	CANTON	JTY	0.0
	60328		303.7	WORTHING		9.0
	60336		310.5	LENNOX		15.8
	60341		315.4	CHANCELLOR		20.7
	60349		323.2	PARKER	TWC	28.5
	60355		329.7	MARION		35.0
	60370		344.7	BRIDGEWATER		50.0
	60377		351.7	EMERY		57.0
	60386		360.6	ALEXANDRIA		65.9
	60399		373.9	MITCHELL	JTY	79.1

BN Radio Channel No. 1 in service on this Subdivision.  
 Train Dispatcher Calls-Viborg-68, Mitchell-69, White Lake-70,  
 Aberdeen West-71.

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

### Freight

Sioux City and Aberdeen Yard .....(23th Subdiv) 25 MPH.  
 Tripp and Mitchell MP 620.5 and MP 641.1 ..... 10 MPH.  
 Between absolute signals of interlockings  
 Wolsey MP 704.6 ..... 12 MPH.  
 Canton Wye tracks .....(24th Subdiv) 10 MPH.  
 Canton and Parker MP 300.3 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. TWC Instructions-

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 680), 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 (1-800-658-3611 or 605-692-6486).

### 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

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

Rule 405- In effect on this subdivision.

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

5. **Between Huron and Wolsey-** Current DM&E Timetable governs. Maximum speed on BN/DM&E Connection track at Wolsey is 10 MPH.

At Huron on DM&E Transfer, only one 4 axle unit allowed.

6. **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.

7. **Between Mitchell and Chamberlain**

At Mitchell Westward track from MP 650.8 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.

8. **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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	25th Subdiv MAIN LINE STATIONS		Distance from State-line
				Rule 8		
			577.9	APPLETON	AJY	0.0
			579.0	1.1 MP 579.0	TWC	1.1

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

	08201	600.7	STATELINE	J	0.0
	08202	602.2	1.5		
	08211	611.1	BIG STONE	CTC	1.5
14,880	08211	611.1	8.9		10.4
10,559	08233	633.2	MILBANK	JT	
8,312	08257	657.2	22.1		32.5
12,142	08268	668.5	SUMMIT		
9,302	08278	678.1	24.0		58.5
11,524	08288	687.9	WEBSTER		
	08302	702.3	11.3		67.8
	54721	707.0	BRISTOL		
		707.4	13.6		81.4
9,446	08320	720.1	ANDOVER		
	08328	728.2	9.8		91.2
	08333	733.3	GROTON		
7,834	08341	741.6	14.4		105.6
	08349	748.6	GREBNER		
7,758	08357	757.2	4.7		110.3
7,429	08370	770.9	ABERDEEN	BKY	
	08377	776.6	0.4		110.7
7,673	08384	784.2	ABERDEEN YARD	JTY	
7,970	08396	796.3	12.7		123.4
9,300	08405	806.0	MINA		
			8.1		131.5
			5.1		138.6
			IPSWICH		
			8.3		144.9
			BEEBE		
			7.0		151.9
			ROSCOE		
			8.6		160.5
			GRETNA	CTC	
			13.7		174.2
			ALAMO		
			5.7		179.9
			JAVA JCT.		
			7.6		187.5
			SELBY		
			12.1		199.6
			GLENHAM		
			9.7		209.3
			MOBRIDGE	T	

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

BN Radio Channel No. 2 in service for Yard Forces at Aberdeen.

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

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

Train Dispatcher Calls-Aberdeen East-01, Aberdeen West-71, Summit-95, Webster-96, Bowdle-97, Mobridge-98

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

**Freight**

Stateline and Mobridge ..... 40 MPH.  
Through all sidings and turnouts ..... 10 MPH.  
Aberdeen-Between MP 706.2 and MP 709.3 ..... 20 MPH.  
Over 3rd and 6th Avenue crossing ..... 10 MPH.  
At Big Stone-Maximum turnout speed through  
Big Stone Power Switch, MP 602.2 ..... 20 MPH  
Speed for Industrial trackage from MP 602.2  
to Big Stone Power Plant:  
MP 0.0 to MP 2.0 ..... 20 MPH.  
MP 2.0 to MP 3.0 ..... 15 MPH.  
MP 3.0 to 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. **TWC Instructions-**

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

Rule 405 and 450- In effect on this subdivision.

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

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

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

**5. Between Stateline and Moberg-** 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  
Moberg Yard - West end

**6. 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.

**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 Side Warning Detectors Located at:**

MP 653.58  
MP 752.51  
MP 787.41

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

MP 603.35	MP 733.67
MP 603.62	MP 748.51
MP 632.88	MP 763.69
MP 633.37	MP 764.20
MP 733.40	MP 776.62
MP 733.29	MP 783.82
MP 733.61	MP 784.43

**10. Industrial Tracks and Other Tracks-**

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

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	26th Subdiv BRANCH LINE STATIONS		Distance from Ferry
					Rule 6		
		07104		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	145	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. Maximum Speed Permitted-Zone-Between**

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. TWC Instructions-**

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

Rule 405- In effect on this subdivision.

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

**5. 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.

**6. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
80074 Tri-County Co-op .....	0.5 west of Laurel .....	6	West
Breslau .....	5.4 west of Osmond .....	3	West

## 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
	<b>St. Paul</b>	
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
	<b>Superior</b>	
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-Includes Montgomery Industrial Park
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
27	Central Ave. Superior	4.6 to 9.1
63	Flag Center to Rockford	0.2 to 23.8
64	Aurora-Nifa	0.0 to 3.5
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 85.0
207	Little Falls-Camp Ripley Jct.	105.3 to 113.4
218	East Minneapolis-M&D Jct.	0.0 to 12.8
32	Glyndon - Ada	18.2 to 46.7
28	Central Avenue-Elevator Stations	9.0 to 3.1
214	M&D Jct to Hugo	9.8 to 16.0
219	Mora-Brook Park	47.2 to 58.3
229	Emmert Jct.-Virginia	56.5 to 82.1
233	Central Ave-Allouez	67.9 to 62.7
234	Berwind Jct.-LST&T Jct.	0.0 to 3.5
238	Kelly Lake-Emmert Jct.	116.43 to 122.80
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	
581	St. Cloud	
586	Ortonville	



## RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Northtown Disprs. Office	1 and 2 for yard	Continuous
Daytons Bluff	2	Continuous
	4 for yard forces in St. Paul	Continuous
Midway	2	Continuous
	4 for yard forces in St. Paul	Continuous
35th Avenue	2	Continuous
	4 for yard forces in Northtown	Continuous
Northtown	2	Continuous
	4 for yard forces in Northtown	Continuous
Elk River	1	Continuous
St. Cloud	1	Continuous
	2 for yard forces	Continuous
Staples	1	Continuous
Dilworth	1&2 for yard	Continuous
Dilworth	1	Continuous
	2 for yard forces	Continuous
Fargo Relay Office	1	Mon. thru Fri. 0600-2200
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.
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.
Saunders	1	Continuous
Kelly Lake	1	0700-1500 Mon. thru Fri.
Grassy Point Drawbridge	1	Continuous
	2 for yard forces	Continuous
Brainerd	1	0700-1600 Mon. thru Fri.
Grand Rapids	1	0700-1500
Chicago 14th St. Coach Yard	1	Continuous
Cicero East End Tower	1	Continuous
	2 for yard forces	

Base Stations (Cont'd)	Channel	Hours in Operation
Cicero Eastbound Yd Ofc	1	Continuous
	2 for yard forces	
Cicero Retarder Tower	1	Continuous
	2 for yard forces	
Cicero Hump Tower	1	Continuous
	2 for yard forces	
Cicero Roundhouse	1	Continuous
	2 for yard forces	
Eola Yard Office	1	Continuous
	2 for yard forces	
Ottawa	1&2	1600-2100 Mon. thru Fri. 0600-1500 Sat.
Rochelle	1	Continuous Mon. thru Fri. 0700-1559 Saturday
Savanna	1	Unmanned
East Cabin	1	Continuous
Prairie du Chien	1	Unmanned
North LaCrosse	1	Continuous
	2 for yard forces	
Winona Jct.	1	Unmanned
Galesburg-Dispatchers Office	1	Continuous

## TRAIN DISPATCHERS PHONE NUMBERS-Galesburg

Company	Chief Dispatchers	Commercial
345-6400	J. S. Server	(309) 345-6400
	<b>Subdivisions</b>	
	<b>Trick Dispatcher</b>	
345-6402	Asst. Chief	(309) 345-6402
	Dispatcher	
345-6408	Second Sub	(309) 345-6408
345-6405	East End	(309) 345-6405
345-6406	Third Sub	(309) 345-6406
345-6407	Fourth Sub	(309) 345-6407

## TRAIN DISPATCHERS PHONE NUMBERS-Northtown

Company	Chief Dispatchers	Commercial
8-782-3430	D. D. Loonan	(612) 782-3430
	M. L. Rohr	
8-782-3433	Asst. Chief North	(612) 782-3433
8-782-3434	Asst. Chief South	(612) 782-3434
	<b>Subdivisions</b>	
	<b>Trick Dispatcher</b>	
8-782-3402	5th between Coon Creek and Dilworth	(612) 782-3402
8-782-3403	13th, 16th, 17th, 18th, 25th State Line and Aberdeen	(612) 782-3403
8-782-3404	15th, 19th, 20th, 21st, 22nd 23rd, 24th, 25th. Aberdeen and Mobridge	(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

## LAKES DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - OCTOBER, 1989

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 yardmen & yard enginemmen involved in joint switching at Duluth, MN Superior, WI and Stillwater, MN	J 0030	0022 1.40 7.00		M/O of industry & yard T/O's from main line between Westminster to St. Anthony	J 0064
N/A		Wages of yardmen and yard enginemmen for light & transfer moves, yard switching & industry switching in joint yards in Duluth-Superior Terminal	J 0031	0022 1.40 7.00		Dispatchers wages for control of the "short line" TC Terminal, Mn (vs CNW)	J 0600
N/A		Wages of yardmen and yard enginemmen for light & transfer moves & industry switching in Rices Point Yard and com- merce tracks in Duluth, MN	J 0032	0022 1.50 1.80		Dispatchers wages for control of the "short line" TC Terminal, MN (vs SOO Line)	J 0601
N/A		Wages of yardmen & yard enginemmen for switching Hallet Dock #3 in Duluth, MN	J 0033	0022 1.80 7.00		M/O of signal units at Mississippi St	J 0071
N/A		Wages of yardmen & yard enginemmen for switching Hallet Dock #5 in Duluth, MN	J 0034	0022 2.90		M/O of AB signals from Mississippi St to St. Anthony	J 0072
N/A		Wages of yardmen & yard enginemmen for switching Hallet Dock #6 in Duluth, MN	J 0035	0022 3.00		Maintenance of Bridge 2.9 at Western Avenue	J 0090
N/A		Wages of yardmen & yard enginemmen for light & transfer moves, yard and in- dustry switching in Superior, WI	J 0036	0022 4.90		Maintenance of Bridge 3.0 at Como Avenue	J 0074
N/A		Wages of yardmen & yard enginemmen for light & transfer moves between Duluth or Superior and Allouez	J 0037	0022 6.90		Maintenance of Bridge 4.9 at Hamline Avenue	J 0085
N/A		Wages of yardmen & yard enginemmen for switching at Cloquet, MN	J 0038	0022 7.00		Maintenance of Bridge 6.9 at Raymond Avenue	J 0091
N/A		Wages of yardmen & yard enginemmen for switching the former LST&T at Superior, WI	J 0039	0022 10.80 11.70		M/O Minnesota Transfer xing at St. An- thony	J 0061
N/A		Wages of yardmen & yard enginemmen for non-joint switching at Duluth, MN Superior, WI and Stillwater, MN	J 0040	0022 7.00		M/O of signal units at St. Anthony	J 0068
N/A		Wages of train crews spotting and pul- ling cars at Cass Lake, MN	J 0045	0022 10.80 12.28		M/O of main line AB signals & related apparatus between Minneapolis Jct to 1st St No in Mpls	J 0073
N/A		Wages of yardmen & yard enginemmen for inactive time while switching the for- mer LST&T in Superior, WI	J 0047	0022 11.40 12.28		M/O of exclusive turnouts to CNW yards between 1st No & Washington Avenue in Minneapolis	J 0063
N/A		Wages of yardmen & yard enginemmen for joint switching at Bayport, MN	J 0050	0022 195.00		M/O of main line tracks, cross overs & switches between Westminster St in St. Paul & Washington Avenue in Min- neapolis	J 0061
0003 64.89		M/O OF C&NW crossing at Shabbona, IL	J 1002	0025 .00 2.30		M/O of interlocker & xing signals at Tin- tah	J 0161
0003 83.20		Switching time moving cars received from & forwarded to Del Monte Plant # 199 at Rochelle, IL	J 1040	0025 .00 2.30		M/O of M/L tracks, xovers, switches from 3rd Street to SOO Line Jct. near Jack- son St. in St. Paul	J 0210
0003 185.25		Maintenance of ICG crossing at East Dubuque, IL	J 1033	0025 .00 2.30		M/O of industry & yard switches leading from M/L trks between Mississippi St., and SOO Line Jct. including Switch # 10 near 3rd St.	J 0211
0003 236.99 236.99		M/O of crossing diamond at Crawford near Prairie Du Chien, WI	J 1051	0025 0.00 2.30		Certain dispatchers wages for control of the M/L from SOO Line Jct to TC Ter- minal, MN	J 0603
0003 349.50		Maintenance of signals at Dairyland Power Co Alma, WI	O85CH000001	0025 .00 2.80		M/O of AB signals and related apparatus between 3rd St. and Signal 2.8 just west of SOO Line Jct. in St. Paul	J 0215
0003 427.75		M/O of Northtown control & microwave circuitry from Northtown to Hoffman Ave Interlocker	J 0208	0025 .60 1.90		M/O of the Mississippi St. signal units in St. Paul from 7th St. to Mississippi St.	J 0214
0003 427.75 430.00		M/O of main line tracks, crossover & switches from 3rd St to SOO Line Jct. near Jackson St in St. Paul	J 0210	0025 2.30		M/O of SOO Line Jct. switch # 24 in St. Paul from 7th St. to Mississippi St.	J 0213
0003 427.75 430.00		M/O of AB signals between 3rd St & signal 2.8 just west of SOO Line Jct. in St. Paul	J 0215	0025 11.20 11.37		M/O of xover & connecting track to SOO Line at Shoreham Yard	J 0087
0003 429.00 430.00		M/O of industry & yard switches leading from Mississippi St & SOO Line Jct in- cluding SW 10 near 3rd St in St. Paul	J 0211	0025 11.70 21.00		M/O of M/L, pass trks, xovers, CTC, brid- ges & communications	J 0190
0003 429.10 429.70		M/O of Track 1 from Hoffman Ave to Division St including crossover and switch to Track 1 at Hoffman Ave	J 0206	0025 11.70 21.00		M/O of industry, sidings & yard T/O's from the main line	J 0191
0003 429.10 430.00		M/O of Division St interlocking in St. Paul	J 0207	0025 11.70 21.00		Handling miscellaneous material where use is undetermined	J 0192
0003 429.10		Certain dispatcher's wages for control of the Hoffman Interlocker in TC Terminal, MN	J 0604	0025 21.10		M/O of the interlocker at Coon Creek	J 0193
0003 429.70		M/O of industry turnout at Division St in St. Paul	J 0205	0025 57.10		Cost to inspect spur track for Northern States Power Co. at Becker, MN - BN 2795	O85MN000001
0003 429.70 430.00		M/O of Track 1 and W/B M/L from in Division St to 3rd St including crossover & sws to W/B M/L at Division St.	J 0204	0025 95.20		Maintenance of drainage system be- tween SOO crossing of BN trks & Missis- sippi River	J 0160
0022 .05		M/O of signal units at 7th Street in St. Paul	J 0066	0025 210.10		M/O of interlocker at Detroit lakes	J 0401
0022 1.00 1.50		M/O of signal units at Westminster	J 0070	0026 3.2		Track maintenance for Northern Grain Company - BN 005681	O85DK000004
0022 1.20 7.00		M/O of exclusive T/O's to C&NW yards between Westminster St & St. Anthony	J 0063	0027 3.3 9.0		M/O of M/L trks, T/O's, signals and ap- partances from Central Avenue known as "LST&T JCT."	J 0262
0022 1.40 7.00		M/O of M/L trks, xovers & switches from Westminster St. to St. Anthony	J 0061	0027 3.70 8.60		Dispatchers wages for control of line from Duluth, MN to Central Avenue in Superior, WI	J 0606
				0027 4.5		M/O of T/O, xing & xing signals of the former (LST&T) near Winter St.	J 0320
				0027 9.00		M/O of Central Avenue interlocker in Superior, WI	J 0223
				0027 91.50		M/O of M/L (SOO Line) industry track, SOO Line xing on "Hole" track, & SOO switch at Aitkin, MN	J 0316
				0027 101.90		Maintenance of Deerwood Yard tracks	J 0317
				0028 8.60 71.90		Certain dispatchers wages for control of the line from St. Paul to Central Avenue in Superior, WI (vs SOO Line)	J 0605

# LAKES DIVISION

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## LAKES DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - OCTOBER, 1989

LINE/YARD SEGMENT	MILEPOST FROM	MILEPOST TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	MILEPOST TO	DESCRIPTION	"J" & "O" CODES
0028	8.60	8.80	Dispatchers wages for control of line from Duluth, MN to Central Avenue in Superior, WI	J 0606	0202	1.50		M/O Penn Avenue Interlocker in Minneapolis	J 0100
0028	9.40	11.14	M/O M/L xover tracks, bridges, A-B signals, poles & wires from Central Avenue to Saunders West lead T/O	J 0241	0214	0.00	75.40	Certain dispatchers wages for control of line from St. Paul to Central Avenue in Superior, WI (vs SOO Line)	J 0805
0028	9.40	11.14	M/O M/L xover, switches & T/O's from Central Avenue to Saunders W lead T/O	J 0242	0214	0.00	75.40	Dispatchers wages for control of line from St. Paul, MN to Saunders Conn in Superior, WI (vs CNW)	J 0607
0028	9.40		M/O of westbound connection M&J Jct at Saunders, WI	J 0360	0214	75.40		M/O of station at Hinckley, MN	J 0244
0028	9.40		M/O of exclusive SW & maintenance of connecting track to SOO line at M&J Jct (280 feet incl incl 1 #11 T/O) Saunders, WI	J 0363	0214	147.00	148.30	M/O of E/B M/L trk, signals, poles, wires & related apparatus from Ramsey St. track T/O near Main St. to xover at Centre St. in Duluth, MN	J 0272
0028	10.30	10.30	Maintenance & utilities of Saunders Tower & interlocker expenses are currently flat rated. Costs used for comparison only; Superior, WI	J 0221	0214	147.59	148.70	M/O of W/B M/L trk, signals, poles, wires & related apparatus from xover at 47th Avenue west to xover at Centre St. and both M/L from xover at Centre St. to 32nd Avenue west	J 0275
0028	10.30		Repairs to radios at Saunders Tower	J 0222	0214	147.30	150.10	M/O of ind. trks, T/O's, bridges, signals, switches, poles, wire & related apparatus Duluth, MN	J 0268
0028	10.30		Operation of the Saunders Tower including wages of towerman T/R 522-106, Pos 001, 002 & 003	J 0356	0214	148.40	148.65	M/O of W/B M/L T/O's to DM&IR transfer track & DM&IR conn near Centre St. & 33rd Ave west	J 0277
0028	10.30		M/O of T/O & 413.4 feet of track at MILW connection to DM&IR over SOO track	J 0358	0214	148.40	148.65	M/O DM&IR transfer track from Centre St. to 33rd Avenue west	J 0343
0028	10.30		M/O of I/L for MILW connection to DM&IR	J 0359	0214	148.80	149.30	M/O of DM&IR connection at 26th Avenue west, Bridge 148:1 under BN row at 32nd Avenue west	J 0273
0028	10.30	71.90	Dispatchers wages for control of line from St. Paul to Saunders Conn in Superior, WI (vs CNW)	J 0607	0214	150.1	152.1	M/O main line from 18th Avenue west to 5th Avenue east	J 0284
0028	11.07	21.00	M/O of xing signs from Universit to Coon Creek, MN. Expense is currently flat rated. Actual costs used for comparison only.	J 0187	0216	7.00	9.50	M/O of M/L tracks, xovers & switches from St. Anthony to Minneapolis Jct.	J 0061
0028	11.14	13.30	M/O of xover switches & T/O's from M/L between Saunders W lead to Cass Lake line T/O at Boylston	J 0235	0216	7.00	9.50	M/O of industry & yard T/O's from the M/L between St. Anthony & Minneapolis Jct.	J 0064
0028	11.14	136.90	M/O of M/L passing & xover tracks, switches, bridges, signals, poles, wires & related apparatus from Saunders Yard W lead T/O to Coon Creek	J 0231	0216	7.00	9.50	M/O of M/L AB signals, xing signals & related apparatus from St. Anthony to Minneapolis Jct.	J 0073
0028	11.14	136.90	Handling miscellaneous material from Saunders Yard W lead T/O to Coon Creek	J 0232	0216	7.00	9.60	Dispatchers wages for control of the "short line" TC Terminal, MN (vs CNW)	J 0600
0028	11.14	136.90	M/O of industry, siding & yard T/O's from the M/L & passing tracks, from Saunders Yard W lead T/O to Coon Creek	J 0234	0216	7.00	9.60	Dispatchers wages for control of the "short line" TC Terminal, MN (vs SOO Line)	J 0601
0028	11.14	136.90	Maintenance of roadway buildings from Saunders Yard W lead T/O to Coon Creek	J 0238	0216	8.00	11.30	M/O of exclusive T/O's to C&NW yards between Westminster St & 1st St. North	J 0063
0028	11.14	136.90	M/O of xing signals between Saunders Yard West lead T/O & Coon Creek. M/O is currently flat rated against the CNW	J 0239	0216	8.80		Maintenance of Bridge 8.8 at 15th Avenue SE	J 0093
0028	71.90		M/O of station at Hinckley, MN	J 0244	0216	8.80		Cleaning of switches for University of Minnesota	O86MN000008
0028	136.90		M/O of CTC interlocker at Coon Creek, MN	J 0193	0216	9.20		Maintenance of Bridge 9.2 at 10th & Como	J 0085
0063	11.70	23.78	Maintenance of main line tracks between Davis Jct. & Rockford, IL	J 1003	0216	9.50		Maintenance of Bridge 9.5 at Hennepin Avenue	J 0083
0063	21.70		Maintenance of switch at Peoples Avenue in Rockford, IL	J 1017	0216	9.56	11.34	M/O of M/L, pass trks, xovers, etc, bridges & communications	J 0087
0063	21.90		Maintenance of north and south xover switches at Blackhawk Avenue Rockford, IL	J 1016	0216	9.56	11.34	M/O of industry, siding & yard T/O's from the main line	J 0194
0071	.85	9.00	M&O of M/L tracks, bridges, xovers and turnouts between Roosevelt Road in Chicago & LaVergne	J 1901	0216	9.56	11.34	Handling miscellaneous material where use is undetermined	J 0195
0071	1.40		M&O of the airline approach track at Union Avenue, Chicago, IL	J 1000	0216	9.56	11.34	M/O xing signals from Minneapolis Jct. to University. Costs are currently flat rated against the CNW	J 0188
0071	1.4		Gas furnished switch heaters on the airline approach tracks at Union Avenue in Chicago, IL	J 1001	0216	9.60	11.37	M/O of industry switches on M/L tracks between Minneapolis Jct & Lowery Avenue	J 0086
0071	1.4		Extraordinary or unusual expense for M/O of interlocker at Union Avenue, Chicago, IL	J 1025	0216	9.60	11.57	Maintenance of bridges from Minneapolis Jct. to Lowery Avenue	J 0083
0071	1.4		M/O of Boct Interlocker	J 1008	0216	11.34	11.70	M&O xing signals from Minneapolis Jct. to University. Costs are currently flat rated against the CNW and SOO	J 0189
0071	9.10	36.10	M/O of M/L tracks, bridges, xovers & T/O's between LaVergne & Aurora, IL	J 1902	0216	11.34	11.70	M/O of M/L, pass trks, xovers, etc, bridges & communications	J 0197
0071	28.40		Disb & Auto Service, Inc porportion of utilities at 1704 W Jefferson Ave in Naperville, IL	O85CH000004	0216	11.34	11.70	M/O of industry, siding & yard T/O's from the main line	J 0198
0197	224.00		Maintenance of signals Highway 75, Sioux City, IA - Metz Baking Co - BN G37034	O85MN000003	0217	9.30	11.40	Handling miscellaneous material where use is undetermined	J 0199
					0217	9.30	11.40	Dispatchers wages for control of the "short line" TC Terminal, MN (vs CNW)	J 0600
					0217	9.30	11.40	Dispatchers wages for control of the "short line" TC Terminal, MN (vs SOO Line)	J 0601
					0217	9.50	10.80	M/O of M/L AB signals, xing signals & related apparatus from Minneapolis Jct to 1st St. North	J 0073

## LAKES DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - OCTOBER, 1989

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
0217	9.60	10.30	Maintenance of bridges from Minneapolis Jct. to 3rd St NE	J 0083	0257	.00	6.60	Scale track tests for Hibbing Taconite Company, Hibbing, MN	O87W1000001
0217	9.60	10.80	M/O of M/L tracks & xovers from Minneapolis Jct. to 1st St North	J 0061	0260	.00	4.20	Scale track tests for National Steel & Pellet Company, near Keewatin, MN	O87W1000002
0217	9.60	10.80	M/O of industry or yard T/O's from Minneapolis Jct. to 1st St North	J 0064	467			M/O Northtown control & Microwave circuitry from Northtown to Hoffman Ave. Interlocke	J 0208
0217	9.60	11.49	Dispatchers wages for control of M/L from Minneapolis Jct to Shoreham in TC Terminal, MN	J 0602	0500			M/O of yard connection industry tracks	J 0284
0217	10.40		Maintenance of bridge A 0.9 at 2nd St NE	J 0085	0501			Unusual & extraordinary maintenance on the 2 party & industry commerce tracks	J 0323
0217	10.40	10.60	Maintenance of bridges from 2nd St NE to Nicollet Avenue	J 0084	0501			Unusual & extraordinary maintenance on the 3 party & commerce tracks in Duluth	J 0324
0217	10.60		Maintenance of bridge A 1.2 at Nicollet Avenue	J 0085	0501			M/O of Dick 1 T/O, xing track & switches to C&NW conn Garfield Avenue to 15th Avenue W	J 0352
0217	10.60	10.80	Maintenance of bridges from Nicollet Avenue to 1st St North	J 0084	0503			Operation of Birch St Yard in Duluth, MN	J 0229
0217	11.03		M/O of C&NW connection turnout	J 0063	0503			M/O of track from C&NW connection at Garfield Avenue to Elevator "A" to Pine Avenue Also yard & connecting industry tracks, Duluth, MN	J 0286
0218	2.74		Maintenance of diamond xing & interlocker at Roseville, MN	J 0403	0503			Maintenance of yard office building, Duluth, MN	J 0287
0233	61.00	67.90	M/O of track, T/O's, bridges & signals, poles wires & related apparatus from Alouez to Central Avenue	J 0263	0503			Utility expenses for Birch St crossing signs & vapor lights, Duluth, MN	J 0302
0234	.14	1.86	M/O of W/B M/L xover switches from 61st Avenue W to Grassy Point Bridge	J 0290	0503			Handling miscellaneous material where use is undetermined within the Duluth-Superior Terminal, Duluth, MN	J 0304
0234	.56	1.30	M/O of E/B M/L xover switches from Mikes Yard lead to Berwind Jct.	J 0290	0503			M/O Birch St xing signs & vapor lights in Duluth, MN	J 0322
0234	.75	1.30	M/O of E/B M/L signals, poles, wires & related apparatus from Mikes Yard lead to Berwind Jct.	J 0290	0504			Operation of Rices Point Yard in Duluth, MN	J 0229
0234	.75	1.85	M/O W/B M/L signals, poles, wires & related apparatus from 56th Avenue W to Grassy Point Bridge	J 0290	0504			M/O of yard and connecting industry tracks, Duluth, MN	J 0283
0234	1.30		M/O of Bayfront T/O on E/B M/L at Berwind Jct.	J 0282	0504			Maintenance of yard office buildings, Duluth, MN	J 0287
0234	1.30	1.40	M/O M/L from Bayfront T/O (DWP T/O) Berwind Jct. to Ramsey St. T/O on E/B M/L at Main St	J 0340	0504			Cleaning cars and hauling debris, Duluth, MN	J 0297
0234	1.30	2.40	M/O of E/B M/L track, signals, poles, wires & related apparatus from Grassy Point Bridge to Wisconsin Jct. in Duluth	J 0253	0504			Maintenance of section buildings & M/O of signals, poles, wires & related apparatus, Duluth, MN	J 0299
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	J 0347	0504			Handling miscellaneous material where use is undetermined within the Duluth-Superior terminal Duluth, MN	J 0304
0234	1.40		M/O of SOO Line connection to E/B M/L at Berwind Jct.	J 0254	0505			M/O of DM&IR T/O's on E/B M/L near Hallett 5 & 6, Duluth, MN	J 0278
0234	1.84	2.40	Maintenance of Grassy Point Bridge	J 0253	0505			Maintenance of bridge # 123.8 near Centre St in Duluth, MN	J 0280
0234	1.84	2.40	Oper of Grassy Point Bridge incl wages of leverman & oiler T/R 322-229 Pos 001, 002, 003, 004	J 0250	0505			M/O of Dicks 1 & 2 jt to jt switches from Garfield Avenue to BRG yard conn near 15th Avenue W Duluth, MN	J 0351
0234	2.00	3.70	Dispatchers wages for control of line from Duluth, MN to Central Avenue in Superior, WI	J 0606	0505			Dispatchers wages for control of line from Duluth to Central Avenue in Superior, WI	J 0606
0234	2.40		M/O of Grassy Point interlocker	J 0251	0508			Operation of Mikes Yard in Duluth, MN	J 0229
0234	2.40	3.50	M/O of M/L track, xovers, T/O's signals, poles, wires & related apparatus from Wisconsin Jct to the Jct known as "LST&T" in Superior	J 0252	0508			M/O connecting Track 2 T/O's on connecting Track 1, Duluth, MN	J 0276
0234	2.60	4.10	M/O of Bayfront E/B and W/B M/L trks & xovers, signals, poles, wires & bridges from 32nd Avenue W to Dicks 1 & 2 at 21st Avenue W to Garfield Avenue	J 0349	0508			M/O of track from bayfront E/B M/L T/O near Main St to Ramsey St, Duluth, MN	J 0281
0234	2.60	4.10	M/O of M/L industry T/O's from 33rd Avenue W to Dicks 1 & 2 at 21st Avenue W to Garfield	J 0350	0508			M/O of W/B xover switch near 47th Avenue W, Duluth, MN	J 0285
0234	3.20		M/O of M/L xing near the junction known as "LST&T JCT" in Superior	J 0348	0508			M/O of T/O's to connecting Track 3 near Mikes Yard & Main St, Duluth, MN	J 0285
0234	4.00		M/O of xover switch on Dick 1 to E/B main line at 18th Avenue W	J 0353	0508			Maintenance of yard office building, Duluth, MN	J 0287
0237	16.00	20.00	Maintenance of track & bridges from Calumet to Holman Jct.	J 0011	0508			M/O of M/L track, signals, poles, wires & related apparatus "East Leg of Wye" from end of track to 62nd Avenue W & "West Leg of Wye" from 71st Avenue W to 63rd Avenue W and yard & industry track connection, Duluth, MN	J 0291
0237	16.00	19.80	M/O of AB signals between Calumet & Holman Jct.	J 0116	0508			M/O of old Duluth Transfer RY track from 71st Avenue W to 63rd Avenue W, Duluth, MN	J 0291
0237	19.80	24.50	M/O of AB signals between Holman Jct. & Coleraine (incl DM&IR trackage)	J 0017	0508			M/O of W/B M/L, signals, poles, wires & related apparatus from 63rd Avenue W to 57th Avenue W Xover to 57th Avenue W Xover and E/B M/L to Mikes Yard T/O & Mikes Yd lead to connection # 1 T/O, Duluth, MN	J 0292
0237	24.40	24.80	Maintenance of 2,442 feet of tracks including T/O at Coleraine	J 0015	0508			M/O of industry trackage from Minnesota Steel to 71st Avenue W, Duluth, MN	J 0293
0238	115.80	119.50	Maintenance of track, T/O and 4th Avenue O.H. Bridge, between Emmert Jct. & Scranton Mine in Hibbing	J 0018	0508			M/O of M/L T/O to "East Leg of Wye" & M/O of industry T/O both at 63rd Avenue W, Duluth, MN	J 0294
0238	115.80	119.50	M/O of AB signals & xing signals & related apparatus between Emmert Jct & Scranton Mine in Hibbing	J 0020					
0238	120.50		M/O of T/O (Hull-Rust Yard connection) near St. Louis Avenue Bridge in Hibbing	J 0019					

## LAKES DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - OCTOBER, 1989

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0508		M/O of T/O from Mikes Yard lead to #1 connecting track to Bayfront M/L, Duluth, MN	J 0295	0511		Operation of 28th St Yard office in Superior, WI	J 0229
0508		M/O of T/O for Old Duluth Transfer RY track from 71st Avenue W to 63rd Avenue W, Duluth, MN	J 0296	0511		Operation of 28th St Yard office incl wages of frt. agent & agency employees, T/R 522-100 Pos 001, 003, 005, 007, 008, 010, 011 & 012 in Superior, WI	J 0230
0508		Maintenance of section buildings & M/O of signals, poles, wires & related apparatus, Duluth, MN	J 0299	0511		Handling miscellaneous material where use is undetermined within the Duluth-Superior Terminal	J 0304
0508		Handling miscellaneous material where use is undetermined within the Duluth-Superior Terminal Duluth, MN	J 0304	0513		Operation of Saunders Yard Superior, WI	J 0229
0508		M/O of Bayfront W/B M/L signals, poles, wires & related apparatus from SOO Line to 47th Ave W Duluth, MN	J 0342	0513		M/O of yard track and switches, Superior, WI	J 0236
0508		M/O #1 connecting track from 61st Avenue W to Main St, Duluth, MN	J 0343	0513		M/O of T/O, lead & yard track 871.5 feet long for C&NW transfer to DM&IR connection Superior, WI	J 0237
0508		M/O Ramsey St T/O on Bayfront M/L near Main St, Duluth, MN	J 0344	0513		Handling miscellaneous material where use is undetermined within the Duluth-Superior Terminal	J 0304
0508		M/O of T/O's on track between connecting tracks & SOO Line xing near Main St, Duluth, MN	J 0345	0514		Operation of east end yard Superior, WI	J 0229
0509		Operation of Belknap Yard in Superior, WI	J 0229	0514		M/O of yard tracks, bridges, signals, poles, wires & related apparatus from Superior East end & Conners Point trackage from 15th Avenue E to C&NW xing near Elm St, Superior, WI	J 0263
0509		M/O of Yard & connecting industrial tracks, Superior, WI	J 0262	0514		Maintenance of yard office building, Superior, WI	J 0287
0509		Maintenance of section buildings & M/O of signals, poles, wires & related apparatus, Superior, WI	J 0299	0514		M/O of Switch 45 near Conner's Point, Superior, WI	J 0289
0509		Handling miscellaneous material where use is undetermined within the Duluth-Superior Terminal	J 0304	0514		Handling miscellaneous material where use is undetermined within the Duluth-Superior Terminal	J 0304
0510		M/O of former (LST&T property) in Superior, WI	J 0175	0519		M/O of yard tracks & switches, Cloquet, MN	J 0265
0510		Lease credits for joint facility in Superior, WI (former LST&T) Apportioned on ownership	J 0177	0519		Wages of Superior T/R 522-100, Pos 001 for the operation of the yard in Cloquet, MN	J 0306
0510		M/O of all former (LST&T trackage) known as the cross tracks, joint with SOO Line, Superior, WI	J 0181	0519		Electrical expense of crossing signals in Cloquet, MN	J 0308
0510		Maintenance of all xings of the former (LST&T cross tracks) including 3 switches Donavans East & West leg of Wye (BN Connection) in Superior, WI	J 0182	0531		Maintenance of turntable at Minneapolis Jct., Minneapolis, MN	J 0095
0510		Operation of 28th St Yard office, includes expenses for yardmaster and T/R 522-101, Pos 001, 003, 005, 008, 010, 011; T/R 552-104, Pos 002; T/R 522-102, Pos 002, 016; T/R 552-214, Pos 101, 105, 117, 206, 208, 209, 304 in Superior, WI	J 0216	0531		Gas, electric, waste & sewer at the Minneapolis Jct roundhouse, Minneapolis, MN	J 0249
0510		Wages of special agents in Superior, WI T/R 831-530 Pos 051. Also equipment rental of their vehicles.	J 0224	0534		M/O of Hill Track 4 & connecting switches, Minneapolis, MN	J 0092
0510		Operation of 17th St Yard in Superior, WI	J 0229	0534		M/O of C&NW connection tracks & switches from 11th Avenue SE to C&NW yard, Minneapolis, MN	J 0063
0510		Maintenance of Duluth radios (diesel, caboose & walkie talkie)	J 0288	0534		Maintenance of switch and track for Pillsbury Co Elevator "A", Minneapolis, MN	O89LA000113
0510		Handling miscellaneous material where use is undetermined within the Duluth-Superior Terminal	J 0304	0540		M/O of the M&M interchange tracks & switches. Also, MN Tfr xing T/O, St. Paul, MN	J 0061
0511		Operation of 28th St Yard office Superior, WI incl wages of crew callers (T/R 522-102, Pos 001 002, 003, 203 & 303)	J 0218	0546		Maintenance of rampmaster auto facility at Dayton's Bluff Yard, St. Paul, MN	O87MN000026
0511		Operation of 28th St Yard office Superior, WI incl wages of admin, T/R 521-000, Pos 013	J 0226	0548		M/O of transfer tracks in Watertown, SD	J 0166
0511		Equipment rental for vehicles used by yardmasters at Duluth-Superior Terminal	J 0219	0554		M/O of lead track serving John Morrell Plant, Sioux Falls, SD	J 0505
0511		Maintenance of yard office buildings	J 0227	0812		M/O of tracks serving Ottawa Silica & Standard Silica in Ottawa, IL	J 1011
0511		Operation of 28th St Yard office Superior, WI incl wages & phones of personnel & special Agents phone T/R 522-107, Pos 001 & 002	J 0228	0812		Disposal expense on cleaning track at Ottawa Silica in Ottawa, IL	J 1012
				0812		Electric expense for xing signals at Boyce Memorial Drive, Ottawa, IL	J 1038
				0813		Maintenance of the ATSF connection track in Streator, IL	J 1014
				2004	602.20	Inspect track & switch at Big Stone City, SD - Ottotail Power Co - WO 087606	O85MN000002
				N/A		For expenses related to the Mina Corp. Ottotail Valley Railroad shortline from St. Cloud, MN to Moorhead Jct., MN	J 8004

## CHIEF MEDICAL OFFICERS

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

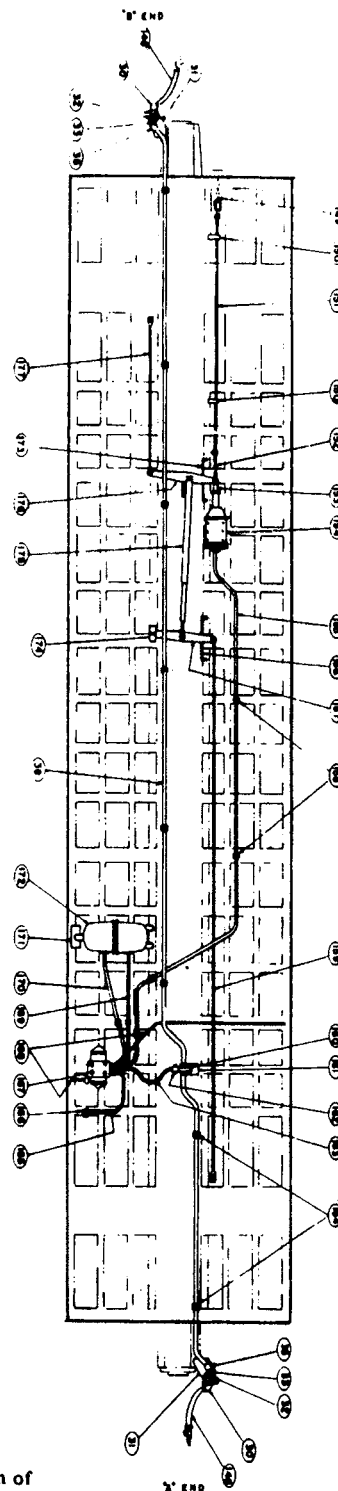
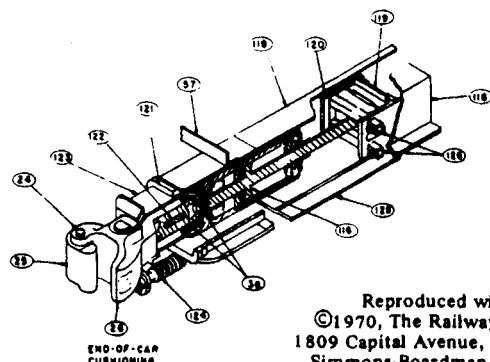
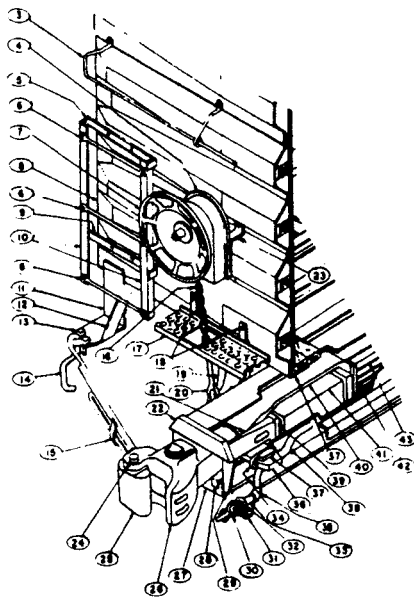
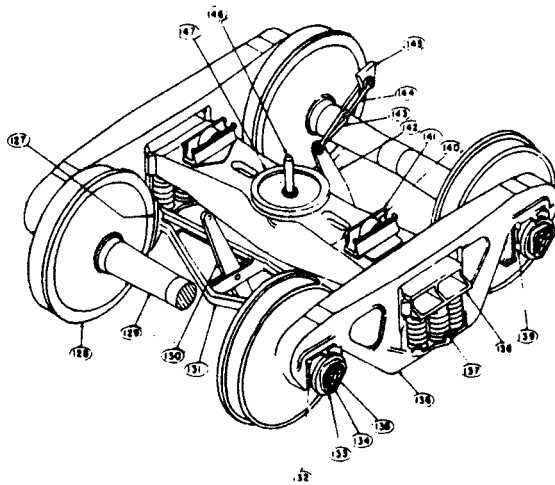
## MEDICAL EXAMINERS AND LOCAL SURGEONS (Lakes Division)

* Family Health Center .....	Aberdeen	* Parkside Family Physicians .....	Minneapolis
Dr. Arlin Myrmoë .....	Aberdeen	* Dr. Michael Haley .....	Mitchell, S. D.
Dr. David Wachs .....	Aberdeen	Morris Medical Center .....	Morris
* Alexandria Clinic .....	Alexandria	Dr. Jack Guy .....	New London
Copley Immediate Care Clinic .....	Aurora	Warmolts Clinic .....	Oregon
* Clearing Industrial Clinic .....	Bedford Park	Dr. Robert Ross .....	Ortonville
* Dreyer Medical Clinic .....	Aurora	* Osseo Clinic .....	Osseo
* Clearing Industrial Clinic .....	Bedford	* Plainview Medical Clinic .....	Plainview
* Benson Medical Center .....	Benson	* Gundersen/Farrell Clinic .....	Prairie du Chien
* Lake Region Clinic .....	Brainerd	* Interstate Medical Center .....	
* Dr. K. J. Brecker-MeritCare Clinic .....	Breckenridge	Spranger-Ross-Sanders .....	Red Wing
* Dr. N. R. Kippen-MeritCare Clinic .....	Breckenridge	* Brookside Medical Group .....	Rockford
Dr. G. E. Larson .....	Cambridge	Dr. R. H. Herseth .....	Roseau
Dr. W. D. Fish .....	Chicago	* Central Minnesota Surgeons .....	St. Cloud
Dr. D. E. Balquiedra .....	Chicago	Dr. Vernon E. Neils .....	St. Cloud
Dr. Claudia Weddaburne .....	Chicago	* Surgical Consultants .....	St. Cloud
Dr. Arturo Lema .....	Cicero	* Central Internal Medicine Associates .....	St. Paul
Dr. Phil Hoversten .....	Columbia Heights	* Dr. J. E. Brown .....	St. Paul
* Comprehensive Medical Center .....	Coon Rapids	* Drs. Wm. Rupp/J. LaFave .....	St. Paul
* Northwestern Clinic .....	Crookston	Dr. Charles W. Hauser .....	St. Paul
* Crosby Medical Clinic .....	Crosby	* Sauk Centre Clinic .....	Sauk Centre
Dr. D. C. Kana .....	Detroit Lakes	Dr. Michael Jung .....	Sioux City
* Dakota Clinic .....	Detroit Lakes	* Family Practice Center .....	Sioux City
* Medical Associates .....	Dubuque	* Central Plains Clinic .....	Sioux Falls
* Duluth Clinic West .....	Duluth	* Lakewood Clinic .....	Staples
Dr. R. F. Hirt .....	Edina	St. Croix Valley Clinic .....	Stillwater
Fosston Clinic .....	Fosston	Dr. James Scott .....	Streator
Dr. Robert Hart .....	Fridley	* Superior Clinic .....	Superior
Dr. C. F. Ashby .....	Geneva	* Mariner Medical Clinic .....	Superior
North Star Clinic .....	Grand Rapids	* Family Practice Center .....	Superior
Dr. K. R. Carter .....	Granite Falls	* Community Clinic .....	Wabasha
* Adams Clinic .....	Hibbing	Wadena Medical Center .....	Wadena
Dr. F. H. Walter .....	International Falls	* Drs. Dan/Evelyn Aguila .....	Wahpeton
* Skemp-Grandview-LaCrosse .....	LaCrosse	MeritCare Clinic (Beithon) .....	Wahpeton
* Dr. C. E. Link .....	LaCrosse	Dr. G. Robert Bartron .....	Watertown
Gundersen Clinic .....	LaCrosse	Dr. Michael T. Anderson .....	Willmar
Dr. Paul Martin .....	Marshall	Dr. Charles M. Burns .....	Winnipeg
* Milaca Medical Clinic .....	Milaca	Dr. Fred DuVal .....	Winnipeg
Milbank Medical Center .....	Milbank	Dr. George A. Waugh .....	Winnipeg
Dr. Azam Ansari .....	Minneapolis		

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

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

# CAR CHART



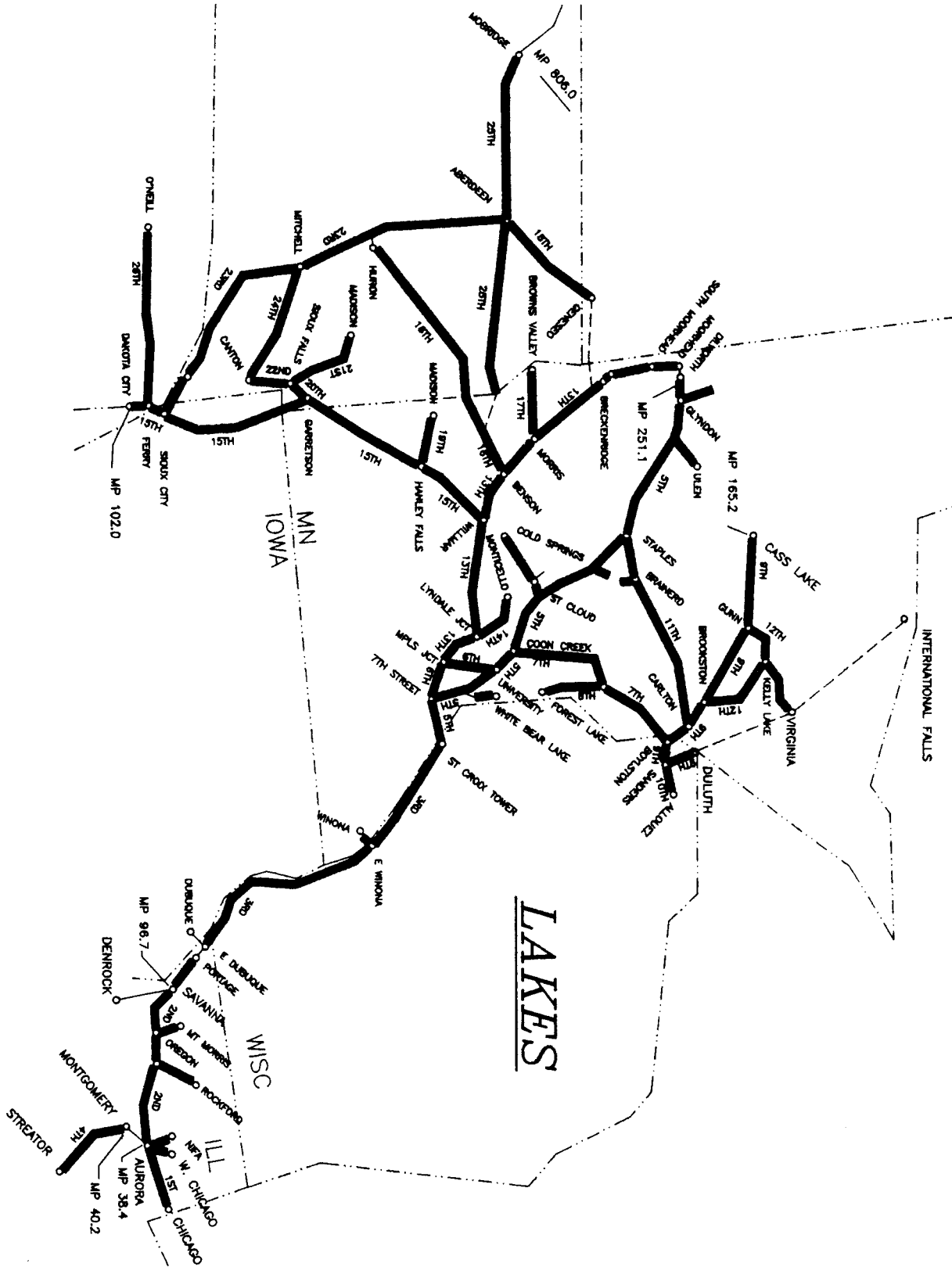
3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/2"
170. Emergency reservoir pipe, 1/2"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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**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	1455	CHICAGO UNION STATION 13.0	s1035	s1150	s1555
s1815		LA GRANGE 15.4	s1005	s1120	
s1831	s1531	NAPERVILLE 8.3	s0947	s1102	s1509
1840	1540	AURORA	0936	1051	1455

WEST WARD ↓	1007 NRPC Daily	STATION	1008 NRPC Daily	↑ EAST WARD
	LAKES DIVISION 5th SUBDIVISION			
		ST. CROIX 13.6		
		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	
s0220	ST. CLOUD JCT. 65.5	s0425
s0324	STAPLES 62.2	s0315
s0421	DETROIT LAKES 44.2	s0215
	DILWORTH	

The following letters placed next to the time indicate:

s - regular stop

f - flag stop to receive or discharge traffic

**PERFORM SWITCHING IN A MANNER  
WHICH WILL AVOID DAMAGE TO  
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

**SAFETY IS OF THE FIRST  
IMPORTANCE IN THE  
DISCHARGE OF DUTY**

**TRACK BULLETIN FORM B**

The engineer must attempt to contact employee in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

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."

(1) 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.

(2) 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.

(3) 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 employee in charge as prescribed by example (1) above.



# LAKES DIVISION TIMETABLE NO. 2, 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, April 1, 1990

WESTWARD↓

1347	1005		1348	1346	1006
NRPC Daily	NRPC Daily	STATION	NRPC Daily Ex. Sun.	NRPC Sun. Only	NRPC Daily
LAKES DIVISION 1st SUBDIVISION					
1755	1455	CHICAGO UNION STATION 13.0	s1035	s1150	s1555
s1815		LA GRANGE 15.4	s0956	s1111	
s1832	s1531	NAPERVILLE 8.3	s0940	s1055	s1509
1840	1540	AURORA	0927	1042	1455

↑EASTWARD

WEST WARD ↓	1007 NRPC Daily	STATION	1008 NRPC Daily
	LAKES DIVISION 5th SUBDIVISION		
		ST. CROIX 13.6	
		HOFFMAN AVENUE	

NRPC TRAINS OPERATE OVER SOO LINE AND MINN  
COMMERCIAL BETWEEN HOFFMAN AVE. AND PARK JCT.

	PARK JUNCTION 13.3	
	COON CREEK 52.9	
s0210	ST. CLOUD JCT. 65.5	s0355
s0314	STAPLES 62.2	s0245
s0411	DETROIT LAKES 44.2	s0145
	DILWORTH	

The following letters placed next to the time indicate:

s - regular stop

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