

TRANSPORTATION DEPARTMENT

J. M. Arrington, Superintendent Transportation, Minneapolis

D. R. CASEY	Chief Dispatcher	Minneapolis
D. D. LOONAN	Chief Dispatcher	Minneapolis
N. L. PETTIGREW	Chief Dispatcher	Minneapolis
J. R. GOODING	Chief Dispatcher	Minneapolis

OPERATIONS

C. F. Tye, Supt. Operations, Arden Hills

J. F. BRIDGEFORD....	Manager Operating Practices ..	Arden Hills
K. D. DUNN	Manager Operating Practices ..	Arden Hills
A. J. CAWSON	Trainmaster	Willmar
F. S. DOLL	Trainmaster	Aberdeen
M. G. HEYNS	Trainmaster	Sioux City
D. S. HILLEREN	Trainmaster	Superior
D. B. JONES	Trainmaster	Minneapolis
M. D. MCLAUGHLIN..	Trainmaster	Minneapolis
H. NICHOLAS	Trainmaster-Agent	Sioux City
V. T. SHAW	Trainmaster-Agent	Sioux Falls
W. J. THOMPSON	Trainmaster	Staples

SUPERIOR TERMINAL

T. A. Griffith, Supt. Terminal Operations, Superior

W. L. CLARK	Terminal Trainmaster	Superior
K. W. JOHNSON	Terminal Trainmaster	Superior
W. R. O'NEILL	Terminal Trainmaster	Superior
R. L. GRIFFIN	Trainmaster	Superior
J. E. NIX	Assistant Trainmaster	Superior

MAINTENANCE AND ENGINEERING

W. A. Johnson, Supt. Maintenance and Engineering, Arden Hills

S. D. ARNDT	Division Maint. Engineer	Arden Hills
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MECHANICAL

R. J. Stremcha, Superintendent Mechanical, Arden Hills



Printed in U.S.A.



LAKES DIVISION

TIMETABLE NO. 3

IN EFFECT AT 0001
Continental Central Time

**Sunday
October 28, 1990**



Including National Railroad Passenger Corporation (NRPC) Trains

Senior Vice President Operations
R. S. Howery

Vice President Transportation
W. A. HATTON

Division General Manager
C. E. DOGGETT

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.




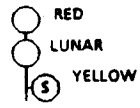



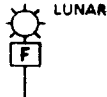
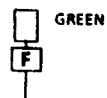
BLOCK AND INTERLOCKING SIGNALS

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, unless conductor's wheel report, generated by computer, indicates there is no speed restriction. Timetable speed restriction will apply to cars not printed on wheel report or picked up en route	45 MPH	45 MPH
Empty flat cars: NP 62300-62949 NP 66100-66249	45 MPH	45 MPH

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 74000-70499
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	GECC 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, 5803, 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, 6348-6366, 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.
		*Cables.

4. Restrictions on Cars

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

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026-979036.

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 cabooseless trains.

Pile drivers	Locomotive cranes
Empty ribbon rail cars	Rear end only cars
Jordan spreaders	Rotary snowplows, wedge plows, dozers.

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

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

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

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

Loaded ribbon rail cars must not be:

1. Coupled to other cars except buffer cars. Buffer cars will be placed ahead of and behind ribbon rail cars at weld plant.
2. Handled in freight service with other cars.
3. Separated for maintenance or repairs unless under direct supervision of a roadmaster.

4A. Handling 80 Feet or Longer Cars

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

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
ALPHA	<p>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>	KILOGRAM	Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.
BRAVO	<p>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>	LIMA	Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
CHARLIE	<p>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p>	MIKE	Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
DELTA	<p>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
ECHO	<p>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
FOXTROT	<p>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
GOLF	<p>LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>	QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
HOTEL	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.	ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved portion of adjacent tracks. Normal speed may be resumed if other train has stopped.	SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
JULIET	Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks. Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.	TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
		UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
		VICTOR	This shipment must not be detoured or rerouted without further clearances.
		WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

9. Trackside 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 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

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

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

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to general manager and chief dispatcher indicating date, train and location of track side warning detector which failed to detect the hot bearing, with a copy of the report to 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 J- third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

Rule 2

CONTINENTAL TIME will be used for operating purposes.

Rule 3

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

Rule 6- explanation of characters:

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

Rule 10(E)- following paragraphs are added:

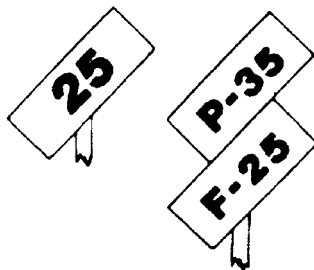
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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

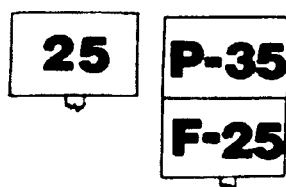
At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

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

ADVANCE WARNING SIGN



SPEED SIGN



Green

RESUME SPEED SIGN



NOTE:
Advance Warning Sign and
Speed Sign have yellow back.
ground and black letters and/or
numbers.

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

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all trains.

Rule 25(A) - new rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derauling position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking

devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) **WARNING SIGNALS** - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

Rule 82. 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 103(P) - cancel third paragraph reading:

When a sign reading "OCCUPIED OUTFIT CARS" is attached to switch, or to cars, cars must not be coupled to or moved until occupants have been notified and permission given by the foreman or his representative.

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

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

Rule 153-following paragraph is added:

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

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

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

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

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

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

Rule 351(C)-cancel second paragraph reading:

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

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

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

Rule 450(A) - new rule added.

450(A). CHANGE OF ENGINE: When necessary to change the address of a track warrant with only Item 16 checked, the identifying engine number may be corrected on verbal authority of the train dispatcher. Track warrant number may be changed when necessary as authorized by the dispatcher. Instructions received must be repeated to the dispatcher by receiving crew member who must notify other crew members of the correction. Rule 406 is modified accordingly.

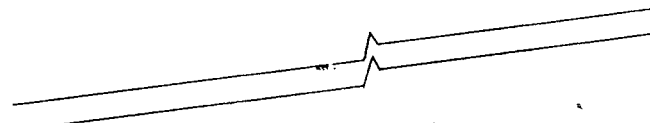
Rule 456- will not be used. Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D



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



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

Printed in U.S.A.

Rule 620-is changed to read:

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

Rule 627(5)-is changed to read:

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

14. INSTRUCTIONS FOR AGENTS, CONTROL OPERATORS, CLERKS/OPERATORS, BRIDGETENDERS Changes and Additions

Item 6-L - new item added.

L. When protection of occupied outfit cars is provided by control operator as prescribed by Rule 25(A)(2)(b), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

Item 6-M - new item added.

M. When protection of employee on, under or between rolling equipment is provided by control operator as prescribed by Rule 26(2)(c),

the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

15. Maintenance of Way Rules Changes and Additions

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

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

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

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

Rule J- third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99 of the General Code of Operating Rules. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

Rule 3

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

Rule 6- explanation of characters:

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

Rule 25(A) - New rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

Outfit Car

Any on-track vehicle, including outfit, camp, or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

Effective Locking Device

When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

Rolling Equipment

Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access

A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal

A white sign with the words OCCUPIED CAMP CAR in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and,
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when:

- positioned at least 150 feet from the end of the occupied outfit cars; or,
- positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.


(3) WARNING SIGNALS - When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and,
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

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

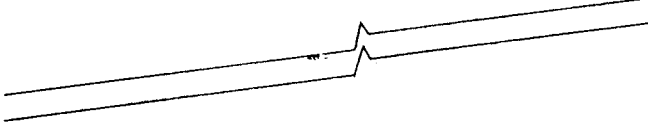
15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  **BURLINGTON NORTHERN RAILROAD**

No. _____ Date _____ 19__

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



OK _____	COPIED BY _____	DISPATCHER _____
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Printed in U.S.A.

16. Safety Rules and General Rules Changes and Additions

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

Rule 181-is modified as follows:

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

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

WORKMEN:

(No change)

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

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

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

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

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

Rule 299-following paragraph is added:

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

Rule 336 m-added:

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

Rule 345-following paragraph is added:

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

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

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

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

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

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

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

To prevent access to the Facility:

- a. Each switch providing direct access must be lined against movement into the Facility and secured with a private lock under control of the supervisor in charge of the Facility; or
- b. If "a" is not practicable, a derail capable of restricting access, must be placed in derailing position 150 feet from the Facility, if distance permits, and locked with a private lock under control of the supervisor in charge. Deraul must not be placed on a main track.

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

Rule 564-following paragraph is added:

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

Rule 565-is changed to read:

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

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

Rule 566-is canceled.

Rule 572-is changed to read:

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

17. Automatic Cab Signals

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

18. Helper Behind Caboose

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

19. Trackman's Train Location Line-up

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

20. Certificate of Rules Examination

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

21. Dumping Toilets

Dumping of toilets is prohibited when:

- 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.

22. Federal Railroad Administration Presumption of Impairment Notice

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

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

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

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

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

Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is

not BN's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Maintenance of Way Rules, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

23. Procedures For State Drug and Alcohol Testing

BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA

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

- 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.
- 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.
- Authorized medical personnel will keep a sufficient amount of specimen to perform a drug screen, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and requisition form in the mailing container envelope and Express Mail to:

CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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

NOTE: For a test administered pursuant to Federal Railroad Administration (FRA) regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for CompuChem Laboratories P. O. Box 12652, 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652 ATTN: Clinical Receiving Dept., and a third for CompuChem Laboratories, Attention: Special Division 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652. The procedures for shipping the specimen to CompuChem Laboratories Special Division will be done in accordance with FRA regulations.

- 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.
- The test results from CompuChem Laboratories will be released only to the Chief Medical and Safety Officer of BN, or his designee, who will advise the requesting BN official.
- The employee has the right to withhold the release of the test result from all persons except BN's requesting official and the Chief Medical and Safety Officer, or their authorized representatives.
- 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:

- The urine specimen should be voided in the presence of the examining physician or the physician should be satisfied that the specimen is authentic.

2. Authorized medical personnel will keep a sufficient amount of specimen to perform the routine urinalysis, seal the specimen container with the remaining quantity with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and the requisition form in the mailing container envelope and mail to:

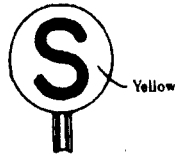
CompuChem Laboratories
P. O. Box 12652
3308 Chapel Hill/Nelson Highway
RTP, NC 27709-2652
ATTN: Clinical Receiving Dept.

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

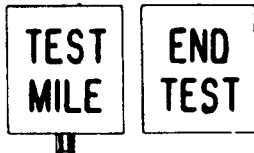
24. Physical Examinations

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

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



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch

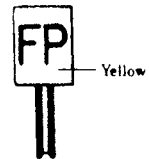


Crossing Whistle
Rule 15(I)

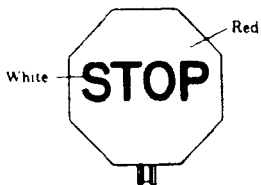
Numerals, when attached, denotes the number of crossings less than 1,320 feet apart.



Derail
Rule 104(L)



Fouling Point



Stop
Rules 98 and 98(B)

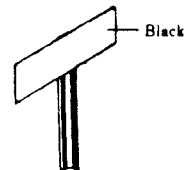


White letters on reflective red background, or black letters on white background.

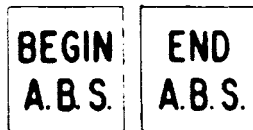
Stop



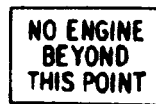
Westward Siding or
Eastward Siding
Rule 105(A)



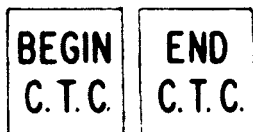
Flanger



Begin and End ABS



No Engine Beyond This Point



Begin and End CTC



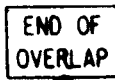
No Clearance



One Mile Draw Span
Rule 98



Signal Overlap
Rule 303

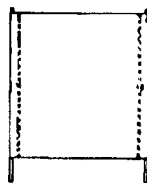


End of Overlap
Rule 303



Track Flag

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



Track Flag



Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93



End Double Track

SPECIAL INSTRUCTIONS

26. Tonnage Chart Profile

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

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

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

b. STATION LDS MTYS TONS FEET

TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON

```

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

```

```

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

```

e. LEN

f. SPH

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

NOTES:

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

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

Special Handling Codes shown on wheel report.

CAU	Caution	MIC	Messenger in Charge
COM	Combustible	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	RIL	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
IRM	Incentive Rate Movement	UOS	Unload From One Side Only
L01-L09	BN Local Yard Use Only	WI	Waive Inspection
		ZIP	Expeditor Trains Only

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS	Distance from Coon Creek
				Rule 6	
	00448		21.1	COON CREEK JX(2)	0.0
	00453		26.8	5.7 ANOKA X	5.7
	00465		38.6	11.8 ELK RIVER X	17.5
	00475		47.0	8.4 BIG LAKE	25.9
9,150	00482		57.5	10.5 BECKER	36.4
	00490		62.7	5.2 CLEAR LAKE	41.6
	00502		73.9	11.3 ST. CLOUD TX(2)Y	52.8
E7,207	00506		78.4	4.4 SARTELL XY	57.3
	00516		88.7	9.9 RICE X	67.6
	00531		103.3	14.7 GREGORY	82.2
10,725	00533		106.0	2.8 LITTLE FALLS T	84.9
11,618	00538		110.8	4.4 DARLING	89.1
11,813	00544		116.5	5.8 RANDALL	91.4
11,878	00555		127.8	11.0 LINCOLN	106.7
	00561		134.0	6.2 PHILBROOK	112.9
	00567		140.0	6.3 STAPLES BJK TX(2)Y	118.9
	00578		159.0	11.0 VERNDALE	129.9
	00585		165.6	6.7 WADENA X	136.6
	00598		178.5	12.9 NEW YORK MILLS X	149.5
	00608		189.3	10.8 PERHAM X	160.3
W6,135	00629		210.1	20.8 DETROIT LAKES AX	181.1
	00632		213.6	3.5 RICHARDS SPUR X	184.6
	00642		222.0	9.2 LAKE PARK X	193.8
	00650		230.5	7.9 MANITOBA JCT. JTX	201.7
	00653		234.4	3.7 HAWLEY X	205.4
	00661		242.4	7.3 WITHEROW X	212.7
	00668		248.8	7.3 GLYNDON JX	220.0
	00673		3.2	5.3 DILWORTH 8KTX(2)Y	225.3

BN Radio Channel No. 1 in service for road crews.
BN Radio Channel No. 2 in service for St. Cloud.

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

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

1. Maximum Speed Permitted - Zone-Between

	Passenger	Freight
Coon Creek and Dilworth	75	
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	60 MPH.	
MP 73.5 and MP 78.5	70 MPH.	60 MPH.
Becker-Between main line switch and 1.6 miles beyond main line switch on NSP Spur on approach track to car dumper building		25 MPH.

From 1.6 miles beyond main line switch to leaving switch of loop track	12 MPH.	
Through No. 20 Turnouts at following locations	35 MPH.	35 MPH.
Becker-Main track switches to NSP Spur		
MP 66		
Gregory-End of Double Track		
Philbrook-Two Main Track CTC		
Through following turnouts at St. Cloud Jct.		
East and West No. 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:	Up to 100 tons/OB	Over 100 tons/OB
Eastward absolute signal		
Eastward approach signal 23.0 at Coon Creek	55 MPH.	
Eastward approach signal 41.2 at Elk River	55 MPH.	
Signal 104.8 between Little Falls and Gregory	55 MPH.	
Signal 106.0 East end Little Falls	40 MPH.	30 MPH.
Signal 120.4 between Lincoln and Randall	55 MPH.	
Eastward Signal at MP 140.2 on Main 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 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
Staples	Wash Track
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	2, 3 and 4 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-

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

At Coon Creek

Westward 1st Subdivision trains originating at Northtown will receive track bulletins and track warrants at Northtown crew office.

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

1st Subdivision trains must show time by Coon Creek on delay report.

4. Rule 99- Between Coon Creek and Dilworth, when flagging is required distance will be 2.5 miles.**5. 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.**6. 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**7. Sidings-** Trains over 100 Tons/OB will not use sidings except may use sidings in CTC territory.**8. St. Cloud -** St. Cloud to Cold Spring and St. Cloud to Collegeville is considered industrial trackage, Rule 105 applies. Maximum speed 25 MPH.**9. Little Falls-** Engineers of eastward trains making pickup will stop their trains a sufficient distance from roadway crossing to insure crossing will not be blocked when cars are added to the train.

Trains being met or passed at Little Falls will stay clear of Broadway crossing, stopping if necessary until all vehicular traffic held by preceeding 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.

10. 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.**11. 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.**12. 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.**13. 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.

14. Glyndon- Trains moving from 1st Subdivision must stop within 50 feet of Highway 10 crossing north of Glyndon to activate highway protection.

Trains entering the 1st 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 1st Subdivision and proceed.

Glyndon to Felton 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.

15. Becker- The loop track switch is a spring switch with facing point lock. Normal position of switch is for entering loop track. There is an indicator for movements which indicates lunar when switch is properly lined for movement on tangent track and red when switch is not properly lined for movement on tangent track.
Width of the coal dumper at NSP power plant, Becker, is 11 feet 6 inches. Locomotive units with bay windows or other accessories that combine to make the unit wider than 11 feet 6 inches, must not go through the dumper building.**16. Track Side Warning Detectors Protecting Bridges, Tunnels or other Structures-** None.**Other Track Side Warning Detectors located at-**

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

17. 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.

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.

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

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

MP 47.35
MP 58.37 Main 2
MP 58.59 Main 2
MP 62.89 Main 1

20. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
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
On Eastward Track			
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	Yard	Both
09070 St. Joseph	8.3 west of St. Cloud	50	Both
09072 Collegeville	11.0 west of St. Cloud	8	West
07385 Liberty Spur	4.5 west of St. Cloud	82	East
07383 Cold Spring Granite Spur	7.1 west of St. Cloud	10	East
07374 Cold Spring Granite Spur	10.4 west of St. Cloud	23	Both
Cold Spring Granite Spur	15.1 west of St. Cloud	6	West
Cold Spring Granite Spur	15.1 west of St. Cloud	12	West
Cold Spring Granite Spur	15.2 west of St. Cloud	42	West
Cold Spring Elevator Track	15.4 west of St. Cloud	23	West
Cold Spring Siding	15.6 west of St. Cloud	31	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from Boylston
				Rule 6		
	05013	2108	11.8	BOYLSTON	JT	0.0
				12.7		
6,118	06112		24.5	FOXBORO		12.7
				12.0		
7,129	06100		36.6	NICKERSON		24.7
				12.2		
5,690	06088		48.9	BRUNO		36.9
				8.4		
6,957	06080		57.2	ASKOV		45.3
				5.9		
7,685	06074		63.1	SANDSTONE		51.2
				9.1	ABS	
7,417	06065	28	72.3	HINCKLEY	BJY	60.3
				7.9	TWC	
8,553	06057		80.1	BROOK PARK		68.2
				0.1		
			80.7	MORA JCT.		68.3
				11.1		
9,000	06046		91.3	GRASSTON		79.4
				5.3		
	06040		96.6	BRAHAM		84.7
				10.8		
5,042	06029		107.4	CAMBRIDGE		95.5
				11.7		
4,958	06018		119.0	BETHEL		107.2
				11.9		
9,000	06006		131.0	ANDOVER		119.1
				5.9		
	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 24.5 and MP 46.0 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 46.0.

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.

At Coon Creek-

Westward 2nd Subdivision trains originating at Northtown will receive track bulletins and track warrants via radio from district 8 train dispatchers.

Foreign line trains via 2nd Subdivision will receive track bulletins at their originating stations and receive their track warrants via radio from district 8 train dispatchers.

2nd Subdivision trains must show time by Coon Creek on delay report.

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

5. 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 - Dragging Equipment Only
 MP 66.5 - Dragging Equipment Only
 MP 96.3 - Dragging Equipment and Hot Bearing
 MP 126.5 - Dragging Equipment Only

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
06040 Braham	5.3 west of Grasston	15	West
07438 Mora	11.4 west of Brook Park	5	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Superior
				Rule 6		
	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		34.0	CHUB LAKE	J	26.8
	05039		41.1	CLOQUET		34.0
7,869			50.0	DRACO		42.9
10,480	05055	30	57.7	BROOKSTON	J	50.5
9,785	05073		75.6	FLOODWOOD		68.3
9,216	05079		82.2	ISLAND		74.9
9,893	05090		92.1	SWAN RIVER		84.8
9,917	05099		101.0	PHILBIN		93.8
7,036	05106		108.4	GUNN	JT	101.3
	05109		112.1	GRAND RAPIDS	B	104.3
6,225	05115		117.0	COHASSET	T	109.3
6,950	05124		125.7	DEER RIVER		118.1
3,705	05131		132.8	BALL CLUB		125.2
6,228	05151		152.9	SCHLEY		145.7
	05163		164.9	CASS LAKE	BKTY	157.2

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

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

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

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

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

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

Draco
Brookston
Floodwood
Island
Swan River
Philbin
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 4th Subdivision trains will require a track warrant at Saunders.

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

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

5. 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

Head end restriction only 12 MPH.

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

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

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

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

Midwest Energy -

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

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

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

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

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

8. Between Central Avenue and Superior East End-

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

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

100 feet west of grade crossing.

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

10. Automatic Switches are located at:

MP 15.9

Chub Lake Siding - east switch

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

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

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

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

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

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

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

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

MP 28.1 for Westward movement over Bridge 29.0

Other Track Side Warning Detectors located at-

MP 31.5 - Dragging Equipment and Hot Bearing

MP 53.4 - Dragging Equipment and Hot Bearing

MP 80.3 - Dragging Equipment and Hot Bearing

MP 105.0 - Dragging Equipment and Hot Bearing

MP 130.3 - Dragging Equipment Only

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

MP 40.55

MP 88.2

MP 70.2

16. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
05001 Duluth	7.8 east of Superior		Both
	Rices Point		Both
05029 Allford	6.8 east of Superior	Yard	Both
	3.8 east of Chub Lake	10	East
	Brookston Gravel Pit	45	Both
05068 Mirbat	0.1 west of Brookston	7	East
05086 Wawina	5.4 east of Floodwood	7	East
05113 Seyton	6.7 west of Island	7	East
05116 Minn. Power and Light	3.2 west of Grand Rapids	52	Both
	Spur		
05144 Bena	0.4 west of Cohasset	121	East
	12.9 west of Ball Club	23	West
05156 Webster Lumber Co	5.3 west of Schley	16	East
05273 International Falls via DWP	172.1 west of Superior	Yard	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Carlton
				Rule 6		
6,320	05033		28.0	CARLTON	J	0.0
				16.1		
6,387	52138		44.0	CORONA		16.1
				5.5		
	52143		49.5	CROMWELL		21.6
				3.8		
9,000	52147		53.8	WOODBURY		25.4
				17.6		
5,994	52165		71.0	MCGREGOR		43.0
				8.7		
6,503	52173		79.6	KIMBERLY		51.7
				11.9		
5,698	52185	27	91.5	AITKIN		63.6
				10.3		
	52195		101.9	DEERWOOD	TWC	73.9
				9.6		
9,000	52205		111.5	LOERCH		83.5
				7.2		
6,840	52212		118.7	BRAINERD	BKT	90.7
				13.4		
6,310	52226		132.1	PILLAGER		104.1
				8.7		
6,404	52235		140.8	MOTLEY		112.8
				7.3		
	00567		147.8	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.

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.

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 - Dragging Equipment and Hot Bearing
MP 88.1 - Dragging Equipment and Hot Bearing
MP 108.0 - Dragging Equipment Only
MP 122.1 - Dragging Equipment Only

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
52200 MacMillen Blodell Spur	5.1 west of Deerwood	12	West
52218 Klein Spur	6.1 west of Brainerd	14	East
52240 Northern Mtg. Spur	3.5 east of Staples	9	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Brookston
				Rule 6		
	05055		58.0	BROOKSTON	J	0.0
				11.4		
7,686	52311	236	69.2	BADEN		11.4
				13.6		
7,664	52325		82.7	FERMOY		25.0
				14.9		
7,616	52338		97.4	ONEGA		39.9
				10.4		
	52401		107.5	KELLY LAKE	BJKTY	50.3
			0.0	To Emmert 6.7		
13,215	52354		3.8	KEEWATIN		54.3
				5.6		
	52362		9.4	NASHWAUK		59.9
				6.6		
5292	52373	237	16.0	CALUMET	TWC	66.5
				5.4	ABS	
	52376		21.4	BRAXTON JCT.		71.9
				4.6		
5402	52382		25.8	CANISTEO		76.5
				5.2		
	05106		31.3	GUNN	JT	81.7

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 40 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.
Over bridge 16.6 between Calumet and Braxton 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 Braxton Jct. 20 MPH.
Kelly Lake-
Eastward passing signals 0.2 and 0.26 10 MPH.
Westward passing signal 107.5 10 MPH.
Loaded ore cars BN 99000-99949 35 MPH.
Loaded BN 95000 and BN 96000 series hi-sided tac cars 30 MPH.

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

Baden
Fermoy
Onega

Item 1A, All Subdivisions, applies.

2. Bridge, 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.

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 67.0 for Eastward movement over Bridge 59.3 - Dragging Equipment Only

Other Track Side Warning Detectors located at-

MP 29.7 - Dragging Equipment Only

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

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. **Hibbing Taconite Plant-** 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.

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**.

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

MP 62.93 MP 95.57
MP 88.17 MP 106.60

15. Industrial Tracks and Other Tracks-

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

MINE SPURS

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

WESTWARD ↓					6th Subdiv MAIN LINE STATIONS					
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Rule 6				Distance from Wayzata	
	10,722	03014	22	24.3	2MT	WAYZATA	Y	0.0		
		03022		31.6		7.5	MAPLE PLAIN		7.5	
	10,291	03029		38.6		7.0	DELANO		14.5	
	15,614	03043		53.0		14.4	HOWARD LAKE		28.9	
	7,277	03050		59.4		6.3	COKATO		35.2	
	8,547	03056		65.2		5.8	DASSEL		40.2	
		03061		70.3		5.1	DARWIN		46.1	
	8,713	03067		76.4		6.2	LITCHFIELD		52.3	
		03074		84.1		7.7	GROVE CITY		60.0	
	10,452	03080		89.2		5.1	ATWATER		65.1	
		03087		96.6		7.4	KANDIYOHI		72.5	
		03092		102.3		5.8	WILLMAR	BJKTX(2)	78.3	
		03099		108.9		6.6	PENNOCK		84.9	
	8,866	03107		116.3		7.4	KERKHOVEN		92.3	
		03111		120.8		4.5	MURDOCK	CTC	96.8	
		03116		125.3		4.6	DE GRAFF		101.4	
	18,443	03123		132.3		7.0	BENSON	JTX(2)	108.4	
		03129		138.5		6.2	CLONTARF		129.4	
		03139		148.7		114.6	HANCOCK		124.8	
	20,074	03148		157.6		8.8	MORRIS	JTX	133.6	
	7,384	03156		165.7		8.2	DONNELLY		141.8	
		03167		176.2		10.5	HERMAN		152.3	
	7,174	03172	181.0	4.9	NORCROSS		157.2			
		03183	192.7	11.5	TINTAH		168.7			
		03186	195.6	2.8	ABERDEEN LINE JCT.	AJ	171.5			
	13,756	03190	199.8	4.4	CAMPBELL		175.9			
		03198	206.9	7.2	DORAN		183.1			
16,966	03204	215.0	7.9	BRECKENRIDGE	TX(2)Y	191.0				
	03209	0.0	1.8	WAHPETON JCT.	JY	195.8				
	10012	12.3	12.4	KENT		208.2				
9,510	10021	21.3	9.0	WOLVERTON		217.2				
	10028	28.1	6.8	COMSTOCK	TWC	224.0				
5,966		42.2	13.1	SOUTH MOORHEAD	ABS	237.1				

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

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

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

Train Dispatcher Calls-Delano-50, 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
Wayzata and South Moorhead	40 MPH.	
MP 24.3 and MP 24.9	30 MPH.	
MP 132.4 and MP 134.3	25 MPH.	
MP 156.5 and MP 158.0	25 MPH.	
On noncontrolled siding Benson	10 MPH.	
Aberdeen Line Jct. over Soo Line Crossing at MP 195.0	25 MPH.	

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

Trains or engines through turnout at East power crossover at MP 130.8 25 MPH. 25 MPH.

Trains or engines through turnout at West power crossover at Benson MP 131.8 12 MPH. 12 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 and siding 25 MPH. 10 MPH. West Switch MP 55.7 and siding 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 12 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 130.5 12 MPH. 12 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 12 MPH. 12 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.

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 Liffin Lumber Spur
Pennock Midland Coop Spur

Willmar N. Round House Lead, between Rip Track Switch and 400 feet east of switch.

3. TWC Instructions-

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

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

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:

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

7. Red River Valley Western operates Main Track from MP 212.32 and MP 0.0 to MP 8.0. Rule 93 Yard Limits are in effect within these limits. Burlington Northern trains must contact RRVW Operations on BN Channel 1 for permission to pass MP 8 Eastward and MP 212.32 Westward.

8. 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.

9. Yard limits in effect between MP 38.5 and South Moorhead.

10. The following crossings must be protected by flagman-

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

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

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

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

Cokato-Green Giant Spur.

11. 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.

12. Cokato- Derrail placed on both ends of controlled siding.

Benson- The 11th Subdivision switch when lined for 11th Subdivision will display red target on non-controlled siding.

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

14. 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.

15. 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.

16 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

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

MP 31.4
MP 88.5
MP 104.07

18. 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	10	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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS		Distance from Sioux City
					Rule 6		
		07104	144	104.6	FERRY	JTY	4.8
				107.7	3.2 FLOYD	Y	1.6
					1.6 SIOUX CITY (18th Street Yard)	BJKTY	0.0
		07109		223.2	8.9 HINTON		8.9
		07118		212.7	1.3 WREN TOWER	A	10.2
		07119		211.4	5.5 MERRILL		15.7
7,000		07125		205.9	12.5 STRUBLE		28.2
		07138		193.4	13.2 SIOUX CENTER		41.4
		07151		180.2	3.4 AIRPORT		44.8
7,000		07154		176.8	13.2 DOON		58.0
		07168	163.6	5.7 ALVORD		63.7	
5,198		07173	158.0	6.8 LESTER		70.5	
		07180	151.1	6.5 HILLS		77.0	
7,000		07187	144.7	6.6 MANLEY	A	83.6	
		07194	138.1	10.7 GARRETSON	JTY	94.3	
7,277		07204	127.3	3.3 SHERMAN		97.6	
		07207	124.0	7.7 JASPER		105.3	
		07215	116.3	4.6 IHLEN		109.9	
6,170		07220	111.7	3.5 SPLIT ROCK	TWC	113.4	
		07223	108.2	3.3 PIPESTONE		116.7	
		07226	105.0	8.8 HOLLAND		125.5	
		07235	96.2	7.8 RUTHON		133.3	
7,000		07243	88.3	5.0 FLORENCE		138.3	
		07248	83.3	7.9 RUSSELL		146.2	
		07256	75.5	5.9 LYND		152.1	
		07262	69.6	7.0 MARSHALL	Y	159.1	
7,553		07270	62.6	12.7 COTTONWOOD		171.8	
		07281	50.0	2.6 SHAM LAKE		174.4	
7,000		07283	47.4	3.6 HANLEY FALLS	JT	178.0	
3,070		07288	43.8	9.6 GRANITE FALLS	A	187.6	
5,013		07297	34.2	5.6 ASBURY		193.2	
		07303	28.6	3.5 MAYNARD		196.7	
		07306	25.2	5.9 CLARA CITY		202.6	
7,569		07312	19.2	7.6 RAYMOND		210.2	
2,757		07320	11.6	6.1 PRIAM		216.3	
		07326	5.5	5.9 WILLMAR	BJKTY	222.2	
		03092	0.0				

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 14th 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.
Item 1A, All Subdivisions applies between MP 102 (2.6 miles east of Ferry) and Sioux City.	

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.

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 ng 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. This restriction will not prohibit the placing of loaded cars, regardless of weight, on this siding.

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

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.

WESTWARD				8th Subdiv MAIN LINE STATIONS			Distance from State- line
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Rule 6		
				577.9	APPLETON	AJY	0.0
			2004	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 BIG STONE	CTC	1.5
14,880	08211	611.1	8.9 MILBANK	JT	10.4
10,559	08233	633.2	22.1 SUMMIT		32.5
8,312	08257	657.2	24.0 WEBSTER		56.5
12,142	08268	668.5	11.3 BRISTOL		67.8
9,302	08278	678.1	13.6 ANDOVER		81.4
11,524	08288	687.9	9.8 GROTON	TWC ABS	91.2
	08302	702.3	14.4 GREBNER		105.6
	54721	707.0	4.7 ABERDEEN	BKY	110.3
		707.4	0.4 ABERDEEN YARD	JTY	110.7
9,446	08320	720.1	12.7 MINA		123.4
	08328	728.2	8.1 CRAVEN		131.5
	08333	733.3	5.1 IPSWICH		136.6
7,834	08341	741.6	8.3 BEEBE		144.9
	08349	748.6	7.0 ROSCOE		151.9
7,758	08357	757.2	8.6 GRETNA	CTC	160.5
7,429	08370	770.9	13.7 ALAMO		174.2
	08377	776.6	5.7 JAVA JCT.		179.9
7,673	08384	784.2	7.6 SELBY		187.5
7,970	08396	796.3	12.1 GLENHAM		199.6
7,340	08405	805.1	8.8 MOBRIDGE	T	208.4

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

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

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

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

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

1. Maximum Speed Permitted- Zone-Between

	Freight
Stateline and Mobridge	40 MPH.
Through all sidings and turnouts	10 MPH.
MP 801.5 and MP 802.7	10 MPH.
Aberdeen-Between MP 706.2 and MP 709.3	20 MPH.
Head End Restriction over 3rd and 6th Avenue crossing	10 MPH.
At Big Stone-Maximum turnout speed through	
Big Stone Power Switch, MP 602.2	20 MPH.
Speed for Industrial trackage from MP 602.2 to Big Stone Power Plant:	
MP 0.0 to MP 2.0	20 MPH.
MP 2.0 to MP 3.0	15 MPH.
MP 3.0 and Big Stone Unloading Facility	10 MPH.

Aberdeen-over the East and West Leg of Wye..... 5 MPH.
Over scale at Sun Products at MP 731.0 5 MPH.

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

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

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

Main track 8th 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.

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

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

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

8th Subdivision trains operating between Aberdeen and Stateline, between Ortonville and Appleton on Soo Line Ortonville Subdivision, between Appleton and Benson on 11th Subdivision, between Benson and Willmar on 6th 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 Mobridge- Dual control switches located as follows:

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

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.

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 684.60
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 727.70	MP 776.62
MP 728.50	MP 783.82
MP 733.40	MP 784.43
MP 733.29	MP 804.90
MP 733.61	MP 805.20

10. Industrial Tracks and Other Tracks-

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS Rule 6	Distance from Allouez
	52004		6.0	DT	0.0
		29	7.9	ALLOUEZ 1.9 8TUXY	1.9
			8.7	KOPPERS SPUR 1.0 Y ABS	2.9
			10.3	BRIDGE (1.3) 1.3 Y	4.2
	05010			SAUNDERS IJXY	

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.

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

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

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

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

2. Bridge, 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.

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.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th 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 MP 83.0 and Huron.

Watertown- Only one 4 axle unit allowed to switch Northeast Terminal. Six axle units not allowed.

3. TWC Instructions-

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

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

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

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

5. **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 11th 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 11th 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	12th Subdiv BRANCH LINE STATIONS		Distance from Morris
					Rule 6		
		03148	201	0.0	MORRIS	JTXY	0.0
		54507		7.2	ALBERTA		8.2
		54513		13.3	CHOKIO		14.3
		54519		19.2	JOHNSON	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

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS		Distance from Geneseo Jct.
				Rule 6		
	03186	209	0.0	ABERDEEN LINE JCT.	JY	44.8
	54601		0.6	B. N. JCT.	JY	44.2

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

54645	43.3	209	GENESEO JCT.	J	0.0
54651	48.7		6.1		6.1
54657	54.8		CAYUGA		
54666	64.1		6.1		
54673	70.7		RUTLAND		12.2
54680	74.2		9.4		
54687	84.9		HAVANA		21.6
54694	91.3		6.5		
54704	102.3		KIDDER		28.1
54721	168.4		3.6		
			JARRETT JCT.	JUY	31.7
			10.7		
			AMHERST		42.4
			6.4		
			CLAREMONT		48.8
			10.8		
			PUTNEY		59.6
			16.4		
			ABERDEEN	BJKTY	76.0

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

Train Dispatcher Calls-Rutland-49, Aberdeen East-01.

1. Maximum Speed Permitted- Zone-Between

Freight

Morris and Browns Valley	(12th Subdivision)	25 MPH.
MP 40.0 and MP 46.9	(12th Subdivision)	10 MPH.
Geneseo Jct. and Aberdeen	(13th 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, 12th Subdivision.

Locomotives in Groups E, G, H and I not permitted on 12th Subdivision between Beardsly and Browns Valley.

Locomotives in Groups G, H and I not permitted on 13th Subdivision.

3. TWC Instructions-

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

Eastward 13th Subdivision trains will require Soo Line Track Warrant at Aberdeen, if operating beyond Geneseo Jct.

Westward 13th 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.

13th 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 Hultton	5.3 west of Claremont	20	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS		Distance from Hanley Falls
				Rule 6		
	07268	223	0.0	HANLEY FALLS	JTY	0.0
	53506		6.1	6.1		6.1
	53511		11.4	HAZEL RUN		
	53517		17.8	5.3		
	53526		27.1	CLARKFIELD	TWC	11.4
	53535		36.0	6.4		
				BOYD		17.8
				9.3		
				DAWSON	Y	27.1
				8.9		
				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.

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.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS		Distance from Garretson
				Rule 6		
	07204	198	127.3	GARRETSON	JTY	0.0
	54408		135.5	8.2		
	54418		145.7	CORSON	TWC	8.2
				10.2		
				SIoux FALLS	BJKTY	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.

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

E&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.

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.

6. Sioux Falls- Normal position for main track switch at east and west junction is lined and locked for 16th 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.

W E S T W A R D ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS		Distance from Sioux Falls	
	Rule 6							
		54418	199	0.0	(BN and E&E Crossings) SIOUX FALLS	BJKTUY	0.0	
		54298		1.09	1.4	EAST JCT.	JY	1.4
		54297		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		20.6	6.2	COLTON	TWC	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.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv BRANCH LINE STATIONS			Distance from Canton
					Rule 6			
		60320	2003	50.5	CANTON	JTY	TWC	0.0
		60308		61.3	11.4			11.4
		60300		69.5	HARRISBURG			
				8.2				
					SOUTH YARD	Y	19.6	
					1.2			
	54418	198	145.7	(BN and E&E Crossings) SIOUX FALLS	BJKTUY		20.8	

BN Radio Channel No. 1 in service on this Subdivision.
BN Radio Channel No. 2 for Yard Forces at Sioux Falls.
Dispatcher Calls-Viborg-68

1. 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.

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 17th or 18th Subdiv. Target in place for 17th 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.

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.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	18th Subdiv BRANCH LINE STATIONS		Distance from Canton	
					Rule 6			
		60320	2002	295.3	CANTON	JTY	0.0	
		60328		303.7	8.4	WORTHING		9.0
		60336		310.5	6.8	LENNOX		15.8
		60341		315.4	4.9	CHANCELLOR		20.7
		60349		323.2	7.8	PARKER	TWC	28.5
		60355		329.7	6.5	MARION		35.0
		60370		344.7	15.0	BRIDGEWATER		50.0
		60377		351.7	7.0	EMERY		57.0
		60386		360.6	8.9	ALEXANDRIA		65.9
		60399		373.9	13.2	MITCHELL	JTY	79.1

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls-Viborg-68, Mitchell-69.

1. Maximum Speed Permitted- Zone-Between

Freight

Sioux City and Aberdeen Yard(19th 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(18th 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 are not permitted on 18th Subdivision.

Locomotives in Groups G, H and I are permitted on the main track on 19th Subdivision, and on Mitchell yard tracks.

Locomotives in Groups G, H and I on 19th 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-

19th 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.

19th 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.

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.

19th 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 19th Subdivision to obtain track warrants and track bulletins.

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

9. Rollby Inspection- Are required by train crews when entering 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.

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	19th Subdiv BRANCH LINE STATIONS		Distance from Sioux City	
					Rule 6			
		60000	2001	513.1	SIoux CITY (East Yard)	Y	0.0	
		60006		519.1	6.0	NORTH SIoux CITY	Y	6.0
		60013		525.6	6.5	JEFFERSON		12.5
		60021		533.4	7.7	EAST WYE SWITCH	JT	20.2
		60022		534.0	0.7	ELK POINT		20.9
		60030		542.6	8.6	BURBANK		29.5
		60035		548.3	5.7	VERMILLION		35.2
		60041		556.8	8.5	MECKLING		43.7
		60050		562.9	6.1	GAYVILLE		49.8
		60063		575.1	12.2	YANKTON		62.0
		60069		580.7	5.6	NAPA	JT	67.6
		60083		590.9	10.2	LESTERVILLE		77.8
		60090		602.3	11.4	SCOTLAND	TWC	89.2
		60097		608.9	6.6	KAYLOR		95.8
		60104		615.9	7.0	TRIPP		102.8
		60109		621.4	5.5	BEARDSLEY		108.3
		60116		627.9	6.5	PARKSTON		114.8
		60121		633.4	5.5	DIMOCK		120.3
		60127		638.5	5.1	ETHAN		125.4
		60399		650.0	11.5	MITCHELL	JTY	136.9
		60414		665.0	15.0	LETCHER		151.9
		60427		678.2	13.2	WOONSOCKET		165.1
		60437		687.9	9.7	ALPENA		174.8
		60454		704.6	16.7	WOLSEY (DM&E CROSSING)	AJ	191.5
		60477		727.7	23.1	TULARE		214.6
4,552		60487		737.8	10.1	REDFIELD		224.7
		60495		746.0	8.2	ASHTON		232.9
		60506		757.0	11.0	MELLETTTE		243.9
		60518		768.7	11.7	WARNER		255.6
		54721		778.6	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, Huron-61.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	20th Subdiv BRANCH LINE STATIONS		Distance from Ferry	EASTWARD ↑	
	Rule 6								
		07104	145	0.0	FERRY	JTY	0.0		
		80001		1.5	1.5	BING	Y		1.5
		80012		11.7	11.7	10.2	WILLIS		11.7
		80019		19.3	19.3	7.6	WATERBURY		19.3
		80026		26.2	26.2	6.9	ALLEN		26.2
		80035		35.2	35.2	9.0	DIXON		35.2
		80040		40.2	40.2	5.0	LAUREL		40.2
		80047		46.5	46.5	6.3	BELDEN		46.5
		80055		54.6	54.6	8.1	RANDOLPH		54.6
		80061		60.8	60.8	6.2	McLEAN		60.8
		80068		68.3	68.2	7.4	OSMOND		68.2
		80078		78.1	78.1	9.9	PLAINVIEW		78.1
		80083		83.1	83.1	5.0	COPENHAGEN		83.1
		80088		87.8	87.8	4.7	BRUNSWICK		87.8
		80102		101.6	101.6	13.8	ORCHARD		101.6
		80112		111.9	111.9	10.3	PAGE		111.9
		80124		124.4	124.4	12.5	O'NEILL		124.4
							TY		

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

Freight

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.

3. TWC Instructions-

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

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

DULUTH-SUPERIOR TERMINAL LINE SEGMENTS

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

YARD LINE SEGMENTS

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
28	Central Avenue-Elevator Stations	9.0 to 3.1
32	Glyndon - Ada	18.2 to 46.7
203	St. Cloud to Cold Spring	0.0 to 17.0
204	St. Cloud to Collegeville	75.3 to 85.0
207	Little Falls-Camp Ripley Jct.	105.3 to 113.4
219	Mora-Brook Park	47.2 to 58.3
229	Emmert Jct.-Virginia	56.5 to 82.1
233	Central Ave-Allouez	67.9 to 62.7
234	Berwind Jct.-LST&T Jct.	0.0 to 3.5
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
571	Brookston
578	Appleton
579	Granite Falls
581	St. Cloud
586	Ortonville

RADIO INFORMATION

Base Stations	Channel	Hours in Operation
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	
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

TRAIN DISPATCHERS PHONE NUMBERS-Northtown

Company	Chief Dispatchers	Commercial
8-782-3400	D. R. Casey J. R. Gooding D. D. Loonan N. L. Pettigrew	(612) 782-3400
8-782-3433	Asst. Chief North	(612) 782-3433
8-782-3434	Asst. Chief South	(612) 782-3434
Subdivisions		
Trick Dispatcher		
8-782-3402	1st between Coon	(612) 782-3402 Creek and
	Dilworth	
8-782-3403	6th, 8th, 11th, 12th, 13th	(612) 782-3403
8-782-3404	State Line and Aberdeen	
	7th, 14th, 15th, 16th, 17th	(612) 782-3404
	18th, 19th, 20th.	
	Aberdeen and Mobridge	
8-782-3408	2nd, 3rd, 9th,	(612) 782-3408
8-782-3409	4th, 5th, 10th	(612) 782-3409

MOBILE PHONE RADIOS

Location	Base Station	Access Digits	Disconnect Digits	Network
Wabasha		*1	# 1	781-7460
St Paul		*1	# 1	298-2251

LAKES DIVISION

35

LAKES DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - OCTOBER, 1990

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
N/A		Wages of yardmen and yard enginemen for light & transfer moves & industry switching in Rices Point Yard and commerce tracks in Duluth, MN	J 0032	0214	150.00 151.00	M/O of all switches, including the Depot Main switch, Duluth, MN	J 0313
N/A		Wages of yardmen & yard enginemen for switching at Cloquet, MN	J 0038	0234	0.00 3.50	M/O of M/L's, interlocking & signals from LST&T Jct through & including the Grassy Point Bridge then the EB M/L to "No Name Creek". Includes leverman T/R 522106 Pos 102, 202 & oiler 404. Superior, WI	J 0256
N/A		Wages of yardmen & yard enginemen for switching the former LST&T at Superior, WI	J 0039	0234	3.20	M/O of BN track xing near LST&T Jct. Superior, WI	J 0348
N/A		For expenses related to the Mina Corp Ottertail Valley Railroad shortline from St. Cloud, MN to Moorhead Jct, MN	J 8004	0237	16.00 20.00	Maintenance of track & bridges from Calumet to Holman Jct	J 0011
0022	195.00	M/O of interlocker & xing signals at Tintah	J 0161	0237	16.00 19.80	M/O of AB signals between Calumet & Holman Jct	J 0116
0025	57.10	Cost to inspect spur track for Northern States Power Co. at Becker, MN - BN 2795	O85MN000001	0237	19.80 24.50	M/O of AB signals between Holman Jct & Coleraine (including DM&IR trackage)	J 0017
0025	95.20	Maintenance of drainage system between SOO crossing of BN tracks & Mississippi River	J 0160	0237	19.80 24.50	M/O of AB signals between Holman Jct & Coleraine (including DM&IR trackage)	J 0017
0025	210.10	M/O of interlocker at Detroit lakes	J 0401	0237	24.40 24.80	Maintenance of 2,442 feet of tracks including T/O at Coleraine	J 0015
0026	3.2	Track maintenance for Northern Grain Co. - BN 005681	O85DK000004	0238	115.80 119.50	Maintenance of track, T/O and 4th Ave OH Bridge, between Emmert Jct & Scranton Mine in Hibbing	J 0018
0027	4.5	M/O of T/O & xing signals of the former (LST&T) near Winter St	J 0320	0238	115.80 119.50	M/O of AB signals & xing signals & related apparatus between Emmert Jct & Scranton Mine in Hibbing	J 0020
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	0238	120.50	M/O of T/O (Hull-Rust Yard connection) near St. Louis Ave Bridge in Hibbing	J 0019
0027	101.90	Maintenance of Deerwood Yard tracks	J 0317	0257	.00 6.60	Scale track tests for Hibbing Taconite Company, Hibbing, MN	O87WI000001
0028	9.40 12.60	M/O of M/L's, bridges & signals. The WB from the from the xover at Boylston through & including connection at M&J Jct. The EB from Saunders W lead T/O to SOO connection at M&J Jct. Includes all 3 M/L xovers but excludes T/O to Allouez line.	J 0360	0260	.00 4.20	Scale track tests for National Steel & Pellet Company, near Keewatin, MN	O87WI000002
0028	9.40 136.90	Certain dispatchers wages for control of the line from University Ave, Mpls to M&J Jct. in Superior, WI (vs SOO LINE)	J 0605	0501	Bridge Yard	Unusual & extraordinary maintenance on the 2 party & industry commerce tracks	J 0323
0028	9.40	M/O of exclusive switch & maintenance of connecting track to SOO LINE at M&J Jct (280 feet including 1 # 11 T/O) Saunders, WI	J 0363	0501	Bridge Yard	Unusual & extraordinary maintenance on the 3 party & commerce tracks in Duluth	J 0324
0028	10.30	M/O of interlocker, T/O & 413.4 feet of track at MILW connection to DM&IR over SOO track	J 0358	0503	Birch St Yard	M/O of the E leg of the Wye including the switch at Commerce St. Duluth, MN	J 0349
0028	10.30	Maintenance & utilities of Saunders Tower & interlocker. Expenses are currently flat rated. Costs used for comparison only, Superior, WI	J 0221	0503	Birch St Yard	M/O of track T/O at Garfield Ave to the SOO connection near 600 Garfield. Includes the S leg of the wye to Commerce St. Duluth, MN	J 0314
0028	10.30	Repairs to radios at Saunders Tower	J 0222	0505	Boston Yard	M/O of M/L's, Dicks 1 & 2, bridges & signals from the DM&IR Coal Dock cross tracks near 32nd Ave W to 21st Avenue W. Duluth, MN	J 0349
0028	10.30	Operation of the Saunders Tower including wages of towerman T/R 522-106, Pos 001, 002 & 003	J 0356	0505	Boston Yard	M/O of DM&IR T/O's on E/B M/L near Hallett 5 & 6, Duluth, MN	J 0278
0028	11.14 136.90	M/O of xing signals between Saunders W Lead T/O & Coon Creek. Currently flat rated vs Soo and C&NW	J 0607	0505	Boston Yard	M/O of M/L's, connection tracks and signals from "No Name Creek" to the DM&IR Coal Dock cross tracks near 32nd Avenue W. Includes all "No Name Creek" T/O's and bridge work. Duluth, MN	J 0366
0028	11.14 136.90	M/O of M/L passing & xover tracks, switches, bridges, signals, poles, wires & related apparatus from Saunders Yard W lead T/O on the EB M/L to Coon Creek	J 0231	0505	Boston Yard	M/O of T/O's for Western Iron & Metal. Duluth, MN	J 0305
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	0505	Boston Yard	M/O of T/O's for old NP freight house and for the sewage plant. Duluth, MN	J 0307
0028	11.14 136.90	Maintenance of roadway buildings from Saunders Yard W lead T/O to Coon Creek	J 0238	0505	Boston Yard	M/O of WB M/L T/O's to DM&IR transfer track near Centre St & 33rd Ave W. Duluth, MN	J 0277
0028	11.14 136.90	M/O of xing signals between Saunders Yard W lead T/O & Coon Creek. M/O is currently flat rated against the CNW	J 0239	0505	Boston Yard	M/O of DM&IR transfer track from Centre St to 33rd Ave W. Duluth, MN	J 0343
0028	71.90	M/O of station at Hinckley, MN	J 0244	0508	Mike's Yard	M/O of tracks, connecting tracks & signals from switch at 63rd Ave W to 400' east of Clyde Ave (former DT trackage). Duluth, MN	J 0233
0028	136.90	M/O of CTC interlocker at Coon Creek, MN	J 0193	0508	Mike's Yard	M/O of T/O's on East Lead to hold tracks. (Not including hold tracks). Duluth, MN	J 0276
0197	224.00	Maintenance of signals Highway 75, Sioux City, IA - Metz Baking Co. - BN G37034	O85MN000003	0510	17th St Yard	M/O of former (LST&T property) in Superior, WI	J 0175
0214	148.80 149.30	M/O of DM&IR connection at 26th Ave W, Bridge 148.1 under BN R/W at 32nd Ave W	J 0273	0510	17th St Yard	Lease credits for joint facility in Superior, WI (former LST&T) Apportioned on ownership	J 0177
0214	150.00 151.00	M/O of M/L's, Dicks 1 & 2, bridges & signals from 21st Avenue to Garfield Avenue. Duluth, MN	J 0349	0508	Mike's Yard	M/O of tracks, connecting tracks & signals from 63rd Ave W through and including the East Lead to "No Name Creek" excluding the T/O side of the East Lead sws & the sws for Lake Superior Paper, Duluth, MN	J 0365
				0510	17th St Yard	M/O of all former (LST&T trackage) known as the cross tracks, joint with SOO LINE, Superior, WI	J 0181

**LAKES DIVISION SPECIAL PROJECT RECOLLECTABLE
CODES - OCTOBER, 1990**

LINE/YARD SEGMENT	MILEPOST FROM TO	DESCRIPTION	"J" & "O" CODES
0510	17th St Yard	Maintenance of all xings of the former (LST&T cross tracks) including 3 switches Donavans E & West leg of Wye (BN Connection) in Superior, WI	J 0182
0511	28th St Yard	Operation of 28th St Yard office, includes expenses for yardmaster and T/R 522-101, Pos 001, 003, 005, 008, 010, 011; T/R 552-104, Pos 002; T/R 522-102, Pos 002, 016; T/R 552-214, Pos 101, 105, 117, 206, 208, 209, 304 in Superior, WI	J 0216
513		M/O of T/O, lead & yard track 871.5 feet long for C&NW transfer to DM&IR connection, Superior WS	J 0237
0548	Wtown Yard	M/O of transfer tracks in Watertown, SD	J 0166
0554	SF Yard	M/O of lead track serving John Morrell Plant, Sioux Falls, SD	J 0505
2004	602.20	Inspect track & switch at Big Stone City, SD - Ottertail Power Co - WO 087606	O85MN000002
2108	11.80 24.50	Dispatcher's wages for control of line. Boylston, WS.	J 0607
2108	11.80 24.50	M/O of M/L, passing & xover tracks switches, bridges, signals, poles wires & related apparatus. Boylston, WS.	J 0231
2108	11.80 24.50	M/O of industry, siding & yard T/O's from the M/L & passing tracks. Boylston, WS.	J 0234
2108	11.80 24.50	Mntce of roadway buildings.	J 0238
2108	11.80 24.50	M/O of xing signals. Currently flat rated vs the Soo & CNW.	J 0239

CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical and Safety Officer-Overland Park, KS
Dr. Hi. E. Newby, Associate Chief Medical Officer-Ft. Worth, TX

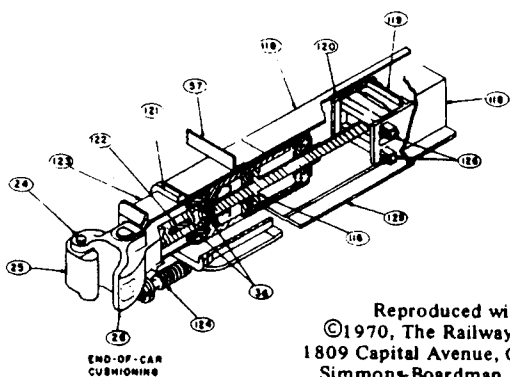
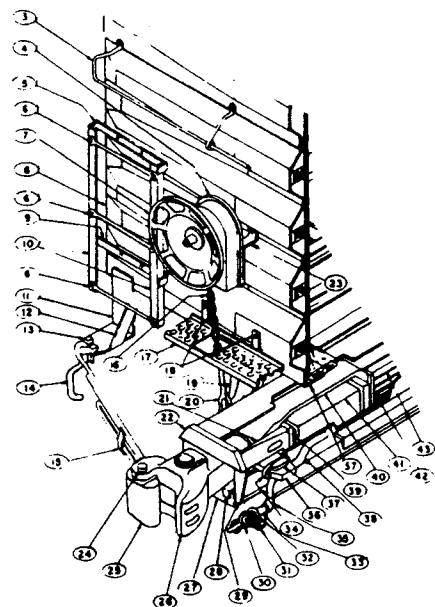
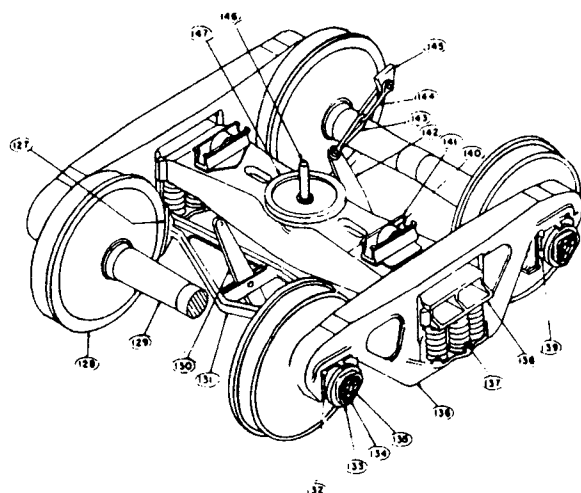
**MEDICAL EXAMINERS AND LOCAL SURGEONS
(Lakes Division)**

* Family Health Center Aberdeen
Dr. Arlin Myrmoe Aberdeen
Dr. David Wachs Aberdeen
* Alexandria Clinic Alexandria
* Benson Medical Center Benson
* Lake Region Clinic Brainerd
* Dr. K. J. Brecker-MeritCare Clinic Breckenridge
* Dr. N. R. Kippen-MeritCare Clinic Breckenridge
Dr. G. E. Larson Cambridge
Dr. Phil Hoversten Columbia Heights
* Comprehensive Medical Center Coon Rapids
* Northwestern Clinic Crookston
* Crosby Medical Clinic Crosby
Dr. D. C. Kana Detroit Lakes
* Dakota Clinic Detroit Lakes
* Duluth Clinic West Duluth
Dr. R. F. Hirt Edina
Fosston Clinic Fosston
Dr. Robert Hart Fridley
North Star Clinic Grand Rapids
Dr. K. R. Carter Granite Falls
* Adams Clinic Hibbing
Dr. F. H. Walter International Falls
Dr. Paul Martin Marshall
* Milaca Medical Clinic Milaca
Milbank Medical Center Milbank
Dr. Azam Ansari Minneapolis
* Parkside Family Physicians Minneapolis
* Dr. Michael Haley Mitchell, S. D.
Morris Medical Center Morris
Dr. Jack Guy New London
Dr. Robert Ross Ortonville
* Osseo Clinic Osseo
* Central Minnesota Surgeons St. Cloud
Dr. Vernon E. Neils St. Cloud
* Surgical Consultants St. Cloud
* Central Internal Medicine Associates St. Paul
* Dr. J. E. Brown St. Paul
* Drs. Wm. Rupp/J. LaFave St. Paul
Dr. Charles W. Hauser St. Paul
* Sauk Centre Clinic Sauk Centre
Dr. Michael Jung Sioux City
* Family Practice Center Sioux City
* Central Plains Clinic Sioux Falls
* Lakewood Clinic Staples
St. Croix Valley Clinic Stillwater
* Superior Clinic Superior
* Mariner Medical Clinic Superior
* Community Clinic Wabasha
Wadena Medical Center Wadena
* Drs. Dan/Evelyn Aguila Wahpeton
MeritCare Clinic (Beithon) Wahpeton
Dr. G. Robert Bartron Watertown
Dr. Michael T. Anderson Willmar

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

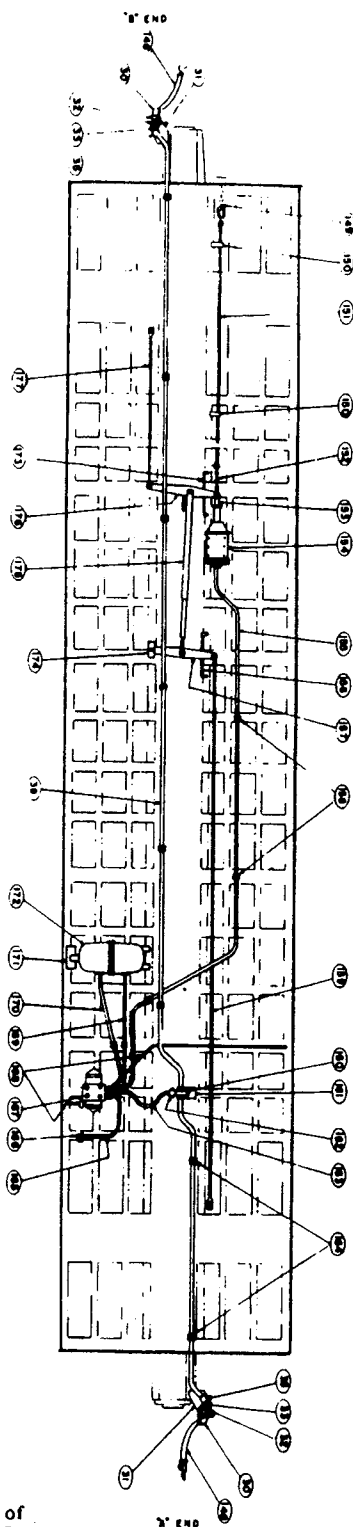
Note: Refer to other division timetables to locate closer doctors.

CAR CHART

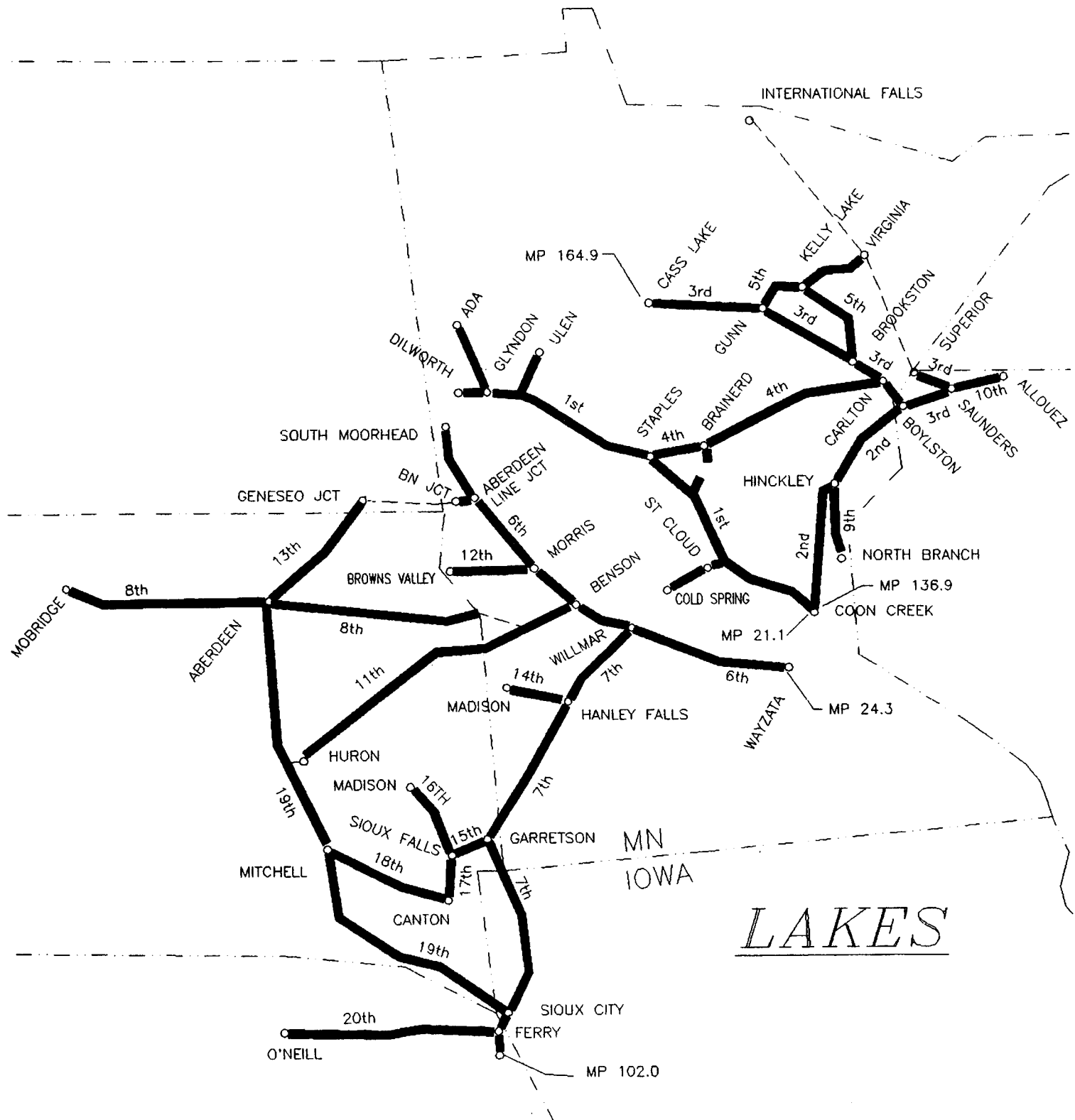


END-OF-CAR
CUSHIONING

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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, 1/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/4"
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, 1/4"
170. Emergency reservoir pipe, 1/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end



SCHEDULED TIMES FOR NRPC TRAINS TO BE USED FOR INFORMATION PURPOSES ONLY,
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN.

WESTWARD ↓	1007 NRPC Daily	STATION	1008 NRPC Daily
	LAKES DIVISION 1st SUBDIVISION		
		COON CREEK 52.9	
	s0200	ST. CLOUD JCT. 65.5	s0440
	s0304	STAPLES 62.2	s0330
	s0401	DETROIT LAKES 44.2	s0230
		DILWORTH	

s - regular stop

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

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

SPEED TABLE

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

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

TRACK BULLETIN FORM B

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

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.