

Division Managers

Carlton

J.D. JOHNSON Roadmaster 228-4027

Dilworth

R.D. HILLSTROM Terminal Trainmaster 280-7326
 W.A. KOCH Terminal Trainmaster 280-7327
 V.E. MACKENROTH Terminal Trainmaster 280-7971
 R.T. ROGNEBY Trainmaster 280-7259
 L.G. SCHIPPER Road Foreman 280-7366
 C.D. STAUS Trainmaster 280-7908
 S.L. WINGAD Terminal Manager 280-7264

Grand Forks

D.D. CHAPPELL Trainmaster 795-1222
 J.L. EMPTING Roadmaster 795-1236
 M.B. KELLER Road Foreman 795-1250
 C.G. KEMMET Roadmaster 795-1252
 P.J. RYAN Trainmaster 795-1240
 T.J. SWALBOSKI Roadmaster 795-1266
 G.A. WARNING Terminal Manager 795-1255

Grand Rapids

R.D. ALLARD Trainmaster 298-2380

Fargo

B.P. CHATTEN Asst. Division Engineer 280-7374
 M.S. EDWARDS Roadmaster 280-7234
 H.C. JESKE Division Engineer 280-7239
 G. WEATHERLY Roadmaster 280-7232
 C.E. WENDT Supt. Operations 280-7220

LaCrosse

W.J. BARBEE Roadmaster 781-7438
 R.P. FISHER Road Foreman 781-7435
 R.J. KREMER Trainmaster 781-7413
 E.S. SCHOENFELD Trainmaster 781-7417
 M.L. VEITZ Roadmaster 781-7437
 R.J. WALPERT Supt. Operations 781-7400

Minneapolis

R.J. BURN Terminal Manager 782-3307
 T.P. EASON Asst. Terminal Supt. 782-3423
 D.C. GOODMUNDSON Mgr. Safety & Rules 782-3294
 D.R. HANSON Terminal Supt. 782-3421
 J.L. HAUBRICK Trainmaster 782-3325
 J.A. HOVLAND Division Engineer 782-3479
 R.A. JACKMAN Terminal Manager 782-3307
 G.P. JAEB Terminal Manager 782-3307
 C.E. KEELER Supt. Operations 782-3481
 I.M. LUSIS Trainmaster 782-3307
 W.A. MORRIS Roadmaster 782-3235
 J. RUBY Road Foreman 782-3239
 M.J. SCHARTE Trainmaster 782-3307
 B.P. SHEA Asst. Roadmaster 782-3236
 D.W. TREPANIER Trainmaster 782-3307

Minot

B.A. KLINE Roadmaster 837-6614
 J.D. ROGMAN Roadmaster 837-6635

Rochelle

G.A. GOY Roadmaster 345-6212
 A.J. SCHUURMANS Trainmaster 345-6534

St. Cloud

R.T. RADIKA Roadmaster 259-3235

Staples

T.L. SWALBOSKI Roadmaster 894-5235

Superior

G.A. ANDERSON Terminal Trainmaster 394-1257
 A.D. BENGSTON Terminal Trainmaster 394-1257
 L.A. McCASIN Terminal Trainmaster 394-1257
 G.M. BOUTIN Trainmaster 394-1299
 M.E. FAIRCHILD Road Foreman 394-1255
 S.J. FLUCK Roadmaster 394-1236
 L.J. MATTISON Trainmaster 394-1257
 F.J. RUTT Terminal Superintendent 394-1221
 M.F. SANFORD Roadmaster 394-1235

BNSF



Minnesota Division

Timetable No. 3

IN EFFECT AT 0001

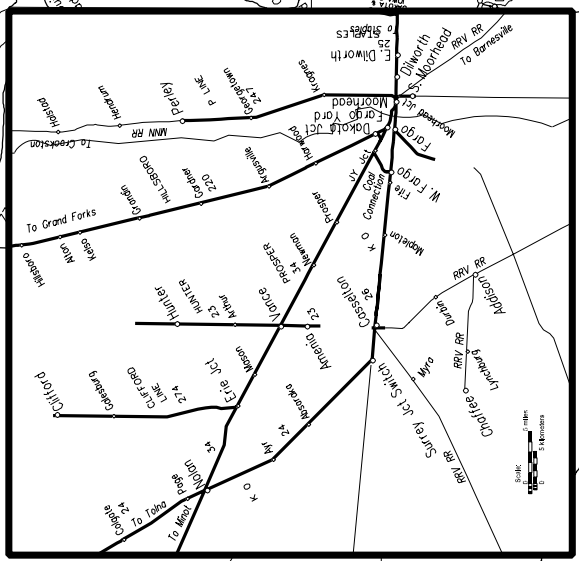
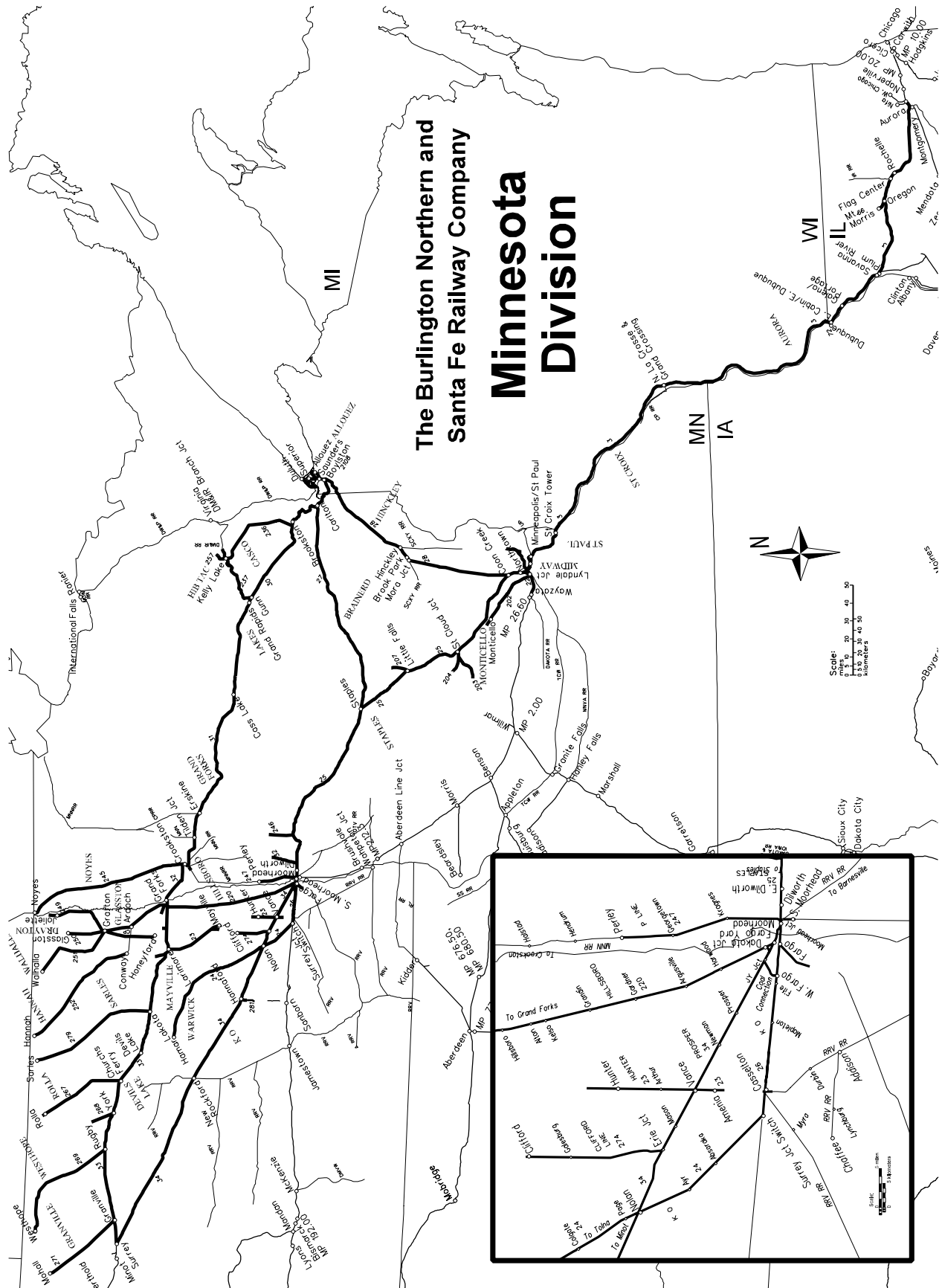
Central Continental Time

Sunday, November 14, 1999

Division Superintendent

J. Thompson
 Minneapolis, Minnesota
 (612) 782-3460

The Burlington Northern and Santa Fe Railway Company Minnesota Division



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Allouez Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		52004	6.0	ALLOUEZ	BTX	Rule 6.28	29	1.9		
			7.9	KOPPERS SPUR				1.0		
			8.8	CRAWFORD CREEK				1.2		
		05010	10.3	SAUNDERS	JX	CTC		4.1		

Radio Channel No. 76 in service Saunders to Allouez (Superior Terminal).

Radio Channel No. 85—Superior Dispatcher

Train Dispatcher Phone Number

8-234-6409

Emergency Train Dispatcher—Call 911

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Allouez to Saunders	25 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Through turnouts at following locations:

Crawford Creek	25 MPH.
Saunders	25 MPH.

1(D). Speed—Other

MP 8.9 head end speed restriction for westward trains on either track approaching westward absolute signal Crawford Creek 20 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Allouez to Saunders 143 tons, Restriction C

3. Type of Operation

CTC—in effect:
Crawford Creek to Saunders

4. General Code of Operating Rules Items

Rule 6.28—Crawford Creek to Allouez
Rule 6.32.4—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:
When it can be avoided, cars or engines must not be left standing nearer than 330 feet to road crossing when there is an adjacent track.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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 these buildings. If all the moveable 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, the train must stop before entering the shed, and trains inside shed must not move or be coupled into. If a red signal is displayed, no train, engine, or on-track equipment may enter the

building. Trains and engines moving through the new and old unloading sheds must not exceed 5 MPH.

At Allouez Shiploading Facility:

- Wear a personal flotation device when working on the ground within an arm's length of the water's edge.
- When exiting vehicle or equipment in close proximity to water, descend or exit on side opposite from the water.

Unless otherwise instructed by yardmaster, crews handling loaded taconite trains into the new and old car dump for unloading will do the following:

1. Engineer will release brakes.
2. Crew member will set sufficient hand brakes on head end.
3. Crew member 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 the crossing is not completed.

8. Line Segments

Road Line Segments
Line Segment Limits
29 Allouez to Saunders

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Aurora Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
	5,035	00037	38.4	AURORA	JX			6.3	
	5,700	00045	44.7	SUGAR GROVE				5.5	
	7,150	00050	50.2	BIG ROCK				4.9	
		00055	55.1	HINCKLEY				2.9	
	8,900	00058	58.0	MORED		CTC		4.1	
		00062	62.1	WATERMAN				2.8	
			64.9	(UP) BX XING	M			2.2	
	10,825	00067	67.1	SHABBONA				10.2	
		00077	77.3	STEWARD				2.9	
			80.2	CP 800	X			3.0	
		00083	83.2	ROCHELLE	BX(2)	2MT CTC		0.5	
			83.7	(UP) NX XING	A			0.7	
			84.4	CP 844	X			1.9	
		00086	86.3	FLAG CENTER	JT			6.1	
	7,045	00092	92.4	CHANA				6.0	
	10,850	00098	98.4	OREGON	J			9.0	
	7,260	00107	107.4	STRATFORD				8.6	
	6,720	00114	116.0	CARTER		CTC		6.5	
	6,980	00122	122.5	MILLEDGEVILLE				6.9	
	7,035	00129	129.4	CHADWICK				9.1	
	6,950	00138	138.5	BURKE				3.8	
			142.3	PLUM RIVER	JX	2MT CTC		1.4	
		00143	143.7	SAVANNA	X			1.1	
			144.8	IMRL XING	A	DT ABS TWC	3	12.1	
		00156	156.9	ROBINSON SPUR	X			14.7	
	C5,670	00170	171.6	GALENA		CTC		0.6	
		00171	172.2	PORTAGE	JX(2)			5.0	
			177.2	MENOMINEE				3.1	
			180.3	BUDD	X(2)	2MT CTC		2.9	
			183.2	MURPHY				1.4	
			184.6	EAST CABIN	JX			0.6	
	C6,435	00184	185.2	EAST DUBUQUE	MX			14.8	
		00198	200.0	POTOSI	X			13.0	
		00212	213.0	CASSVILLE	X(2)	DT ABS TWC		9.8	
		00222	222.8	GLEN HAVEN	X			5.6	
		00227	228.4	BAGLEY	X			3.6	
		00231	232.0	WYALUSING				3.6	
		00235	235.6	PORTS				1.4	
		00236	237.0	CRAWFORD	M	CTC		2.7	
		00239	239.7	PRAIRIE du CHIEN		2MT CTC		14.7	
		00254	254.4	LYNXVILLE	X			7.8	
		00261	262.2	FERRYVILLE	X(2)			7.9	
		00269	270.1	DE SOTO	X	DT ABS TWC		10.6	
		00280	280.7	GENOA	X			6.0	
		00286	286.7	STODDARD				9.6	
		00285	296.3	GRAF				3.6	
			299.9	GRAND CROSSING	MY	CTC		0.3	
		00299	300.2	NORTH LA CROSSE	BY	ABS		261.8	

Radio Call-In		
Savanna - 41(X)	Galena - 40(X)	Cassville - 42(X)
Prairie du Chien - 43(X)	DeSoto - 44(X)	Genoa - 48(X)
Hinckley - 32(X)	Rochelle - 31(X)	Carter - 30(X)
Savanna - 34(X)		
For Dispatcher X=1, For Mechanical X=2, For Field Support X=3		

Radio Channel No. 70 in service Aurora to Savanna.

Radio Channel No. 66 in service Savanna to LaCrosse.

Radio Channel No. 51 in service at Rochelle Yard.

Train Dispatcher Phone Numbers

LaCrosse Dispatcher 2200 to 0600 Daily:

Savanna to Prescott—(817) 234-6021, Fax (817) 234-6057

LaCrosse Dispatcher 0600 to 2200 Monday-Friday:

Savanna to Grand Crossing—(817) 234-6021, Fax (817) 234-6057

C&I Dispatcher:

Aurora to Savanna—(817) 234-6022, Fax (817) 234-6058

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Aurora to North LaCrosse	60 MPH.
Against current of traffic on double track	49 MPH.

1(B). Speed—Permanent Restrictions

MP 38.44, Jct. Switch, Aurora	35 MPH.
MP 38.44 to MP 40.0	40 MPH.
MP 64.9 to MP 65.0	40 MPH.
MP 77.4 to MP 77.9	40 MPH.
MP 82.2 to MP 83.7	45 MPH.
MP 83.7 to MP 83.9	35 MPH.
MP 83.9 to MP 84.4	45 MPH.
MP 95.8 to MP 102.3	45 MPH.
MP 142.0 to MP 144.5	35 MPH.
MP 144.5 to MP 145.6	25 MPH.
MP 171.4 to MP 172.2	35 MPH.
MP 175.5 to MP 175.8, Main Track 1	40 MPH.
MP 180.7 to MP 181.1, Main Track 1	40 MPH.
MP 184.2 to MP 184.9, Both Tracks	25 MPH.
MP 184.9 to MP 185.5	30 MPH.
MP 185.5 to MP 186.9	55 MPH.
MP 235.6 to MP 236.9	40 MPH.
MP 236.9 to MP 240.0	50 MPH.
MP 296.2 to MP 299.8	45 MPH.
MP 299.8 to MP 299.9	20 MPH.
MP 300.1 to MP 301.8 (HE only)	25 MPH.
MP 301.8 to MP 303.3	35 MPH.

1(C). Speed—Switches and Turnouts

MP 77.9, through turnout	35 MPH.
MP 86.3 Flag Center, through turnout	35 MPH.
MP 143.3, through turnout	35 MPH.
Portage, through crossovers and turnouts	35 MPH.
Budd, through crossovers and turnouts	35 MPH.
MP 184.7, through turnout Main track 1	25 MPH.
East Cabin, through crossover	25 MPH.
East Dubuque, through crossover	30 MPH.
MP 303.1, through crossovers	35 MPH.
Through turnouts located at:	
MP 80.2	35 MPH.
MP 84.4	35 MPH.
MP 235.5	35 MPH.
MP 237.0	35 MPH.
MP 296.3	35 MPH.

1(D). Speed—Other

All loaded unit trains (except intermodal) through sidings	10 MPH.
Controlled sidings between Aurora and Savanna	
except Mored and Oregon	25 MPH.
Mored, through sidings and turnouts	35 MPH.

Oregon, all loaded ore cars except series BN 99000-BN 99949 over Bridge 98.2	20 MPH.
Oregon, on siding and through turnouts	35 MPH.
Menominee Phoenix Lead	5 MPH.
East Cabin, center siding	10 MPH.
Lacrosse Running Track	20 MPH.
CPRR Connecting Track at Grand Crossing	5 MPH.
CPRR Connecting Track at MP 144.8	5 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Aurora to North LaCrosse	143 tons, Restriction C
Oregon to Mt. Morris	131.5 tons, Restriction H
Aurora Industry Track from controlled siding	131.5 tons, Restriction H

Oregon to Mt. Morris—Six-axle locomotives and six-axle derricks are not permitted.

Savanna—Six-axle locomotives and six-axle derricks are only allowed on Yard Track 1. Trains with six-axle locomotives must hold onto cars to work restricted tracks.

Track 1 is a run through track for all traffic. Tracks 2 through 14 are accessible only from the east end and are to be used for empty equipment only.

Track 15 is a through track for empty equipment only. West end of Track 15 may be used as a team track for unloading of cars, provided they are spotted from the west end.

Tracks 16 through 21 are accessible only from the east end and are to be used for empty equipment only.

East Cabin—Six-axle locomotives and six-axle derricks are not permitted on east end of Banana Track.

3. Type of Operation

Rule 6.13 Yard Limits—in effect:
MP 299.5 to Sullivan MP 303.8

CTC—in effect:

MP 38.4 to MP 143.3 Aurora to Savanna
MP 171.5 to MP 185.3 Galena to East Dubuque
MP 235.4 to MP 239.8 Ports to Prairie du Chien
MP 296.3 to MP 299.8 Graf to Grand Crossing

ABS—in effect:

MP 143.3 to MP 171.5 Savanna to Galena
MP 185.3 to MP 235.4 East Dubuque to Ports
MP 239.8 to MP 296.3 Prairie du Chien to Graf
MP 300.1 to MP 302.9 No. LaCrosse to Sullivan

TWC—in effect:

MP 143.3 CTC Savanna to MP 171.5 CTC Galena
MP 185.3 East Dubuque to MP 235.4 CTC Ports
MP 239.8 Prairie du Chien to MP 296.3 CTC Graf

Two Main Tracks

MP 77.9 to MP 86.2 Steward to Flag Center
MP 142.5 to MP 143.3 Plum River to Savanna
MP 172.3 to MP 185.3 Portage to East Dubuque
MP 236.9 to MP 239.8 Crawford to Prairie du Chien

Double Track

MP 143.3 to MP 171.5 Savanna to Galena
MP 185.3 to MP 235.4 East Dubuque to Ports
MP 239.8 to MP 296.3 Prairie du Chien to Graf

4. General Code of Operating Rules Items

Rule 6.28—Industrial Track
Crawford FS Plant 1.9 miles.

Rule 6.32.4—In the state of Illinois, the last paragraph of Rule 6.32.4 is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing when there is an adjacent track.

Rule 9.9.1—At automatic interlocking at IMRL, MP 144.8, the following will govern:

A train must proceed prepared to stop at the interlocking signal when:

- Moving below 20 MPH and passing a signal displaying an indication more favorable than Approach that governs the approach to the interlocking.
- Speed is reduced to below 20 MPH after passing a signal displaying an indication more favorable than Approach that governs the approach to the interlocking.

The train must continue to move prepared to stop at the interlocking signal until the train reaches a point approximately 1,000 feet from that signal. If the interlocking signal then indicates proceed, the train may resume speed.

Rule 10.2—The following switches are not equipped with electric locks:

MP 54.1 Hinckley
MP 71.8 Lee
MP 121.1 Near Milledgeville
MP 177.4 Menominee
MP 181.8 Main 1 near Budd
MP 184.9 East Dubuque Main 2

5. Trackside Warning Detectors (TWD)

- Protecting bridges, tunnels or other structures
MP 47.1—EWD only—Recall Code 328
- Other TWD locations
MP 47.1—WWD only—Recall Code 328
MP 71.3—Recall Code 318
MP 95.5—Recall Code 307
MP 111.3—Recall Code 308
MP 132.3—Recall Code 347
MP 148.0—Recall Code 418
MP 169.1—Recall Code 408
MP 197.5—Recall Code 427
MP 222.9—Recall Code 428
MP 244.1—Recall Code 438
MP 267.1—Recall Code 448
MP 289.2—Recall Code 488

6. FRA Excepted Track

Oregon to Mt. Morris

7. Special Conditions

Regarding stations with crossovers indicated in station column:

Robinson Spur and Bagley—facing point only.
Cassville and Ferryville—facing and trailing point.
All other stations—trailing point only.

Speed Test Boards—Engineers shall test the speed of their trains passing the following points as compared with Speed Table:

Westward trains between MP 52.0 and MP 53.0.
Westward trains between MP 73.0 and MP 74.0.
Westward trains between MP 158.0 and MP 159.0.
Westward trains between MP 192.0 and MP 193.0.
Westward trains between MP 287.0 and MP 288.0.
Eastward trains between MP 288.0 and MP 287.0.
Eastward trains between MP 245.0 and MP 244.0.
Eastward trains between MP 193.0 and MP 192.0.
Eastward trains between MP 106.0 and MP 105.0.

Rochelle—Signals governing movements over UP crossing also govern the block. Rule 9.12.3 must be complied with.

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

CN Trains—All lists, waybills and any accompanying paperwork that originates at the DWP Pokegema yard or BRC clearing yard must be hand delivered or left in a conspicuous place on the lead locomotive at crew change points. It will be the outbound conductor's responsibility to insure that the proper paperwork is in his possession before departure.

Train and engine crews handling CN trains, receiving train consist with Special Handling Code CTC R-32791 restricting special dangerous cars to 35 MPH is not applicable for traffic handled in the United States. There is no speed restriction for those cars, and normal track speed is authorized.

Savanna—If the outbound crew is on duty when train arrives, the inbound crew will provide roll-by inspection upon departure.

Between Savanna and Robinson Spur—When the eastward signal at MP 146.4 displays a Stop indication, a member of the crew will communicate immediately with the dispatcher. Movement from this signal must not be made without favorable signal indication or permission from the dispatcher.

Prairie du Chien—When using side tracks, a crew member must protect movement over Frederick Street until gates are down.

A member of the crew must protect movement over Marquette Road (Highway 35), Washington Street and Ohio Street before occupying road crossings, while using city track.

At Prairie du Chien between Frederick Street, MP 240.7, and Lapoint Street, MP 237.74, do not sound the whistle signal as prescribed by Rule 5.8.2(11) between 2200 and 0600 hours unless an emergency requires or when passing or meeting or about to pass or meet a train at or in the immediate vicinity of grade crossing under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing. Engine bell will be rung where gates are not installed.

LaCrosse—Permission must be obtained from the LaCrosse yardmaster or train dispatcher before occupying the main or running track.

Between MP 292 and MP 299.5, do not sound the crossing whistle signal as prescribed by Rule 5.8.2(11) unless an emergency requires, except when passing or meeting or about to pass or meet a train at or in the immediate vicinity of grade crossing under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing. Restriction does not apply on city tracks.

Upon arrival at LaCrosse, it is the conductor's responsibility to contact the train dispatcher in Ft. Worth, Texas, via radio to give up the authority given to his train—track warrant, track and time etc. If the conductor cannot reach the dispatcher via radio, he must contact the dispatcher via the dispatcher console or telephone in the yard office before going off duty. If this should involve an hours of service violation, the conductor must file the FRA Hours of Service Report—BNSF Form 15623-E.

Eastbound trains that are departing LaCrosse Yard, ensure that you do not block the private crossing located at MP 300.1, in front of the yard office, until a signal to proceed is received through the Grand Crossing interlocking.

Westbound trains that are notified by the dispatcher or yardmaster that conditions exist to prevent prompt arrival into LaCrosse Yard, do not pull past Goose Island crossing, located at MP 291.7, until information is received that will allow your train to move continuously into LaCrosse Yard.

Roll-by inspection of trains departing North LaCrosse is required by the inbound crew unless otherwise instructed by the yardmaster, trainmaster, or road foreman.

On the city track at South Avenue and Sims Place, a color light type indicator will govern movement over the crossing. A right-hand indicator will govern westward movements and a left-hand indicator will govern eastward movements. When a flashing red indicator is displayed, movement may be made over both crossings. When the indicator is red or dark, stop before occupying the crossing. If after 5 minutes, the crossing protection is not working and after a crew member is on the ground at the crossing to warn highway traffic, proceed over the crossing on hand signals from that crew member.

Cassville—South of power plant switch out of service.

Manual Interlocking Not Controlled by BNSF Grand Crossing—controlled by CP Rail.

Do not exceed 45 MPH while handling equipment with 50-MPH speed restrictions as designated by Canadian National or Belt Railway wheel reports.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.
Freight trains up to 100 TOB—do not exceed 50 MPH.

(Exception: Z-9 symbol trains or single-level loaded intermodal trains may operate at maximum authorized speed.)

Flash Flood Warnings—The following locations are identified as "critical" as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

- MP 40.25
- MP 41.5 to MP 41.8
- MP 47.4 to MP 47.8
- MP 48.5 to MP 49.0
- MP 55.9
- MP 72.25
- MP 76.33
- MP 79.78
- MP 84.92
- MP 104.4
- MP 113.4

In the event of significant rain (5+ inches) the entire territory from MP 300 to MP 140 can develop high water problems from the Mississippi River; however, 1 to 3 inches localized heavy rains do not present any problem.

8. **Line Segments**

Yard Line Segments

Line Segment	Limits
810	Savanna
811	North LaCrosse
820	Oregon
821	Rochelle
827	Dubuque

Road Line Segments

Line Segment	Limits
66	Oregon to Mt. Morris
72	East Dubuque
3	Aurora to North LaCrosse

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
71307 Mt. Morris	6.8 from Oregon	Yard	Both
00111 Polo	4.5 west of Stratford	56	West
00117 Hazelhurst	1.9 west of Carter	10	West
00163 Blanding	6.9 west of Robinson Spur	12	West
71402 Dubuque	1.0 from East Dubuque	Yard	Both
00205 McCartney	5.5 west of Potosi	4	West
00246 Charme	7.7 west of Prairie du Chien	4	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Siding Switch Mile Post Loc.	Mile Post	Brainerd Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				28.4	CHUB LAKE	J	CTC		0.1	
	6,386	05033	28.2 29.5	28.5	CARLTON				15.5	
	6,387	52138	43.7 45.0	44.0	CORONA				9.3	
	9,000	52147	52.6 54.4	53.8	WOODBURY				17.6	
	5,994	52165	71.1 72.5	72.0	McGREGOR		TWC	27	8.7	
	8,000	52173	78.3 79.9	79.6	KIMBERLY				31.8	
	8,946	52205	110.1 111.8	111.5	LOERCH				7.2	
	6,840	52212	116.5 117.7	117.0	BRAINERD	XBT			13.4	
	6,310	52226	131.9 133.2	132.1	PILLAGER				8.7	
	6,404	52235	140.9 142.1	141.0	MOTLEY				7.3	
		00567		147.8	STAPLES	BJTX	CTC		119.6	

Radio Channel No. 70 in service.

Radio Channel No. 85 in service Coon Creek to Staples.

Radio Channel No. 87 in service Staples to East Dilworth.

Radio Call-In		
Carlton - 84(X)	McGregor - 89(X)	Deerwood - 90(X)
Brainerd - 83(X)		
For Dispatcher X=1, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Number

8-234-6408

Emergency Train Dispatcher—Call 911

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Chub Lake to Staples	49 MPH.
Chub Lake to Brainerd trains over 100 TOB	40 MPH.
Brainerd to Staples trains over 100 TOB	45 MPH.

1(B). Speed—Permanent Restrictions

MP 93.6 to MP 95.5	35 MPH.
MP 97.4 to MP 98.7	35 MPH.
Brainerd MP 118.1 to MP 119.4 (HER)	25 MPH.
MP 118.1 to MP 119.4	35 MPH.

1(C). Speed—Switches and Turnouts

Through turnout at Chub Lake	25 MPH.
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1(D). Speed—Other

Through all switches and sidings	10 MPH.
Item 1(A), System Special Instructions, applies.	

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car	
Chub Lake to Staples	143 tons, Restriction A

3. Type of Operation

TWC—in effect:
Chub Lake to Staples

4. General Code of Operating Rules Items—None

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
MP 122.1 (DED only)

- B. Other TWD locations
MP 51.2—Recall Code 898
MP 88.1—Recall Code 838
MP 108.0 (DED only)

6. FRA Exceeded Track—None

7. Special Conditions

Sidings—Trains of 25 cars or more exceeding 100 TOB are NOT permitted to use any sidings except Corona, Woodbury, Kimberly and Loerch.

Automatic switches—are located at:
Woodbury Siding—east and west switch
Kimberly Siding—east and west switch
Loerch Siding—east and west switch
Motley Siding—east and west switch

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

More than one four-axle truck locomotive or locomotives with six-axle trucks are prohibited on Burns Box Factory Spur and Hole Track.

No six-axle locomotives allowed on other than main track.

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

Westward trains arriving Staples will take the train to the west end of the yard for crew change.

Brainerd—When cars are spotted at Potlatch Corp. plant, derails should be installed and blue flags should be placed on the following tracks:

- Loading dock tracks 1, 3 and 4.
- Pulp tracks 1 and 2.
- North Coating tracks 1 and 2.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:
Freight trains 100 TOB and over—do not exceed 40 MPH.

8. Line Segments

Yard Line Segment

- 523 Brainerd Shop
- 525 Brainerd
- 27 Chub Lake to Staples

Road Line Segment

- 27 Chub Lake to Staples

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
52132 Sawyer	9.7 west of Carlton	5	East
52143 Cromwell Industrial	3.8 east of Woodbury	25	Both
52150 Wright	16.4 east of McGregor	21	West
52185 Aitkin	11.9 west of Kimberly	95	Both
52195 Deerwood	9.6 east of Loerch	3	West
52200 MacMillen Blodell Spur	5.1 east of Leerwood	12	West
52218 Klein Spur	6.1 west of Brainerd	25	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Siding Switch Mile Post Loc.	Mile Post	Casco Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		05055		58.0	BROOKSTON	J				11.4	
	7,686	52311	68.3 69.8	69.2	BADEN			CTC	236	13.6	
	7,664	52325	81.9 83.4	82.7	FERMOY					25.3	
		52401		107.5 0.0	KELLY LAKE	BJTY				6.7	
	19,572	52354	2.3 4.8	3.8	KEEWATIN			TWC	237	9.6	
		52362		9.4	NASHWAUK					12.0	
		52376		21.4	BRAXTON JCT.					4.6	
		52382		25.8	CANISTEO					5.2	
		05106	24.7 25.8	31.3	GUNN	JT	CTC			88.4	

Radio Channel No. 85 in service.

Radio Call-In		
Floodwood - 94(X)	Grand Rapids - 92(X)	Kelly Lake - 98(X)
Brookston - 97(X)	DM&IR Dispatcher - Iron Jct. 95	
Dispatcher X=0, Mechanical X=2, Field Support X=3		

Train Dispatcher Phone Number

8-234-6409

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Brookston to Kelly Lake	40 MPH.
Kelly Lake to Gunn	35 MPH.

1(B). Speed—Permanent Restrictions

MP 58.0 to MP 59.1	25 MPH.
MP 59.1 to MP 59.3	12 MPH.
Over Holman Bridge A-49A between MP 20.0 and MP 21.0	20 MPH.
MP 107.0 to MP 0.2 (K.D. leg of wye)	10 MPH.
MP 107.3 to MP 0.2 (K.Y. leg of wye)	10 MPH.

1(C). Speed—Switches and Turnouts

Trains or engines entering or leaving siding on clear signal and through turnouts at following locations:

Baden	25 MPH.
Fermoy	10 MPH.
Keewatin	25 MPH.
Gunn (Casco main to Lakes main)	10 MPH.
Gunn (west leg of wye)	25 MPH.
	5 MPH.

1(D). Speed—Other

Item 1(A), System Special Instructions, applies between Kelly Lake and Gunn.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Brookston to Gunn	143 tons, Restriction A
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3. Type of Operation

CTC—in effect:
MP 58.0 to MP 4.9

TWC—in effect:
MP 4.9 to MP 31.2

Yard Limits—in effect:

Kelly Lake
MP 107.3 to MP 0.2, KY leg of the Wye.
MP 107.0 to MP 0.2, KD leg of the Wye

Control Points Not Indicated as Stations

East Onega (MP 96.8)
West Onega (MP 98.2)

4. General Code of Operating Rules Items

Rule 10.2—The following switches are not equipped with electric locks:

MP 62.93	MP 95.57
MP 88.17	MP 106.6

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
MP 67.0 (DED only)—EWD only
- B. Other TWD locations
MP 67.0 (DED only)—WWD only

6. FRA Excepted Track—None

7. Special Conditions

Taconite cars—For freight trains with more than 6000 trailing tons and that are handling empty taconite cars, the empty taconite cars must be placed at the rear of the train.

Calumet to Canisteo—Between MP 19.8 to MP 24.5, main track will be used jointly by BNSF and DM&IR. Authority for train movements is controlled by the BNSF train dispatcher, and BNSF Operating Rules and Timetable/System Special Instructions govern.

Kelly Lake—The dual control switch at MP 106.1 that governs 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 that governs movement from the east via Kelly Lake toward Gunn is the "K.D. Jct." switch. The dual control switch at MP 107.3 that governs movement from the west to Gunn is the "K.Y. Jct." switch. At Kelly Lake, trains exceeding 100 TOB are not allowed on tracks 1, 2 and 3.

Trackage between Emmert, Keenan and Virginia will be governed by DM&IR current timetable and special instructions. These will be available at the Kelly Lake Depot.

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 the signal will display a permissive yellow color aspect.

Gunn—Before trains initiate movement through the west leg of wye at Gunn, both switches must be properly lined. Movement must be completed through the wye before a stop is made, and both switches must be restored to normal position after the entire movement has been completed.

8. Line Segments

Road Line Segments

Line Segment	Limits
260	National Taconite
236	Brookston to Kelly Lake
237	Kelly Lake to Gunn

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
52331 Casco	5.8 west of Fermoy	16	East
52338 Old Onega Spur	1.2 east of Onega	6	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Devils Lake Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segments	Miles to Next Stn.	EASTWARD ↑
				DL SWITCH	MJT				
			0.4	DL SWITCH	MJT			11.9	
	7,581	05310	12.3	EMERADO				6.0	
		05316	18.3	ARVILLA				5.4	
		05322	23.7	MAYVILLE JCT.	J			0.6	
	9,288	05323	24.3	LARIMORE				2.4	
		05325	26.7	HANNAH JCT.	J			11.6	
		05336	38.3	NIAGARA				6.2	
		05343	44.5	PETERSBURG				5.8	
	8,883	05348	50.3	MICHIGAN				10.4	
	8,908	05359	60.7	LAKOTA	JT			8.9	
		05368	69.6	DOYON				4.9	
		05373	74.5	CRARY		TWC ABS	33	10.8	
	10,560	05383	85.3	DEVILS LAKE	BJTX			18.9	
	6,511	05402	104.2	CHURCHES FERRY	JT			11.5	
	8,214	05414	115.7	LEEDS				6.2	
	4,540	05420	121.9	YORK	JT			5.9	
		05426	127.8	KNOX				5.6	
		05432	133.4	PLEASANT LAKE				9.0	
	6,286	05441	142.4	RUGBY	JT			5.2	
	3,586	05446	147.6	TUNBRIDGE				13.7	
	8,882	05460	161.3	TOWNER				19.7	
	3,574	05461	182.0	GRANVILLE	JT			6.9	
	3,621	05487	188.9	NORWICH				7.4	
		05485	196.3	SURREY	JX	CTC		194.9	

Radio Channel No. 66 in service.

Radio Call-In		
Devils Lake - 19(X)	Leeds - 10(X)	Towner - 09(X)
Gavin - 97(X)	Larimore - 31(X)	Grand Forks - 96(X)
Lakota - 18(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
D.L. Switch to Surrey	79 MPH.	50 MPH.
D.L. Switch to Surrey trains over 100 TOB	45 MPH.	

1(B). Speed—Permanent Restrictions

MP 18.8 to MP 19.1	70 MPH.
MP 22.0 to MP 22.3	75 MPH.
MP 23.7 to MP 27.1	65 MPH.
MP 27.1 to MP 69.0	70 MPH.
MP 69.0 to MP 76.0	65 MPH.
MP 76.0 to MP 84.4	70 MPH.
MP 84.4 to MP 85.8	30 MPH. 30 MPH.
MP 85.8 to MP 87.2	60 MPH. 40 MPH.
MP 89.5 NRR crossing	50 MPH. 50 MPH.
MP 105.2 to MP 105.5	70 MPH.
MP 124.4 to MP 125.2	55 MPH. 50 MPH.
MP 131.2 to MP 133.1	60 MPH. 50 MPH.
MP 138.1 to MP 140.2	60 MPH. 50 MPH.

1(C). Speed—Switches and Turnouts

Surrey through No. 20 turnouts 35 MPH. 35 MPH.

1(D). Speed—Other

Sidings 10 MPH.
 Emerado Air Base Spur 10 MPH.
 Trains handling missiles 5 MPH.
 Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Hannah Jct. to MP 6.5 134 tons, Restriction G
 York to Wolford 134 tons, Restriction G
 Devils Lake to Surrey 143 tons, Restriction A

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:

- Hannah Jct. to McCanna
- wye tracks at Lakota, York, Granville, Rugby and Churches Ferry
- Devils Lake Industry and wye tracks except Harvest States elevator track MP 87.7
- Leeds—any tracks south of main track.

3. Type of Operation

TWC—in effect:

D. L. Switch to Surrey.

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

4. General Code of Operating Rules Items

Rule 6.28—in effect:

- Track between Hannah Jct. MP 0.0 and McCanna MP 6.5. Maximum speed is 10 MPH.
- Track between York and Wolford. Maximum speed is 25 MPH.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 4.9 (DED only)
 - MP 17.1—Recall Code 317
 - MP 38.4—Recall Code 318
 - MP 57.8—Recall Code 187
 - MP 83.9—Recall Code 197
 - MP 94.1 (DED only)
 - MP 137.4—Recall Code 097

6. FRA Exempted Track—None

7. Special Conditions

Sidings—Loaded coal trains are not permitted.

Devils Lake—Engines must not be set out on Jerome Spur off of the siding.

Lakota—Do not exceed 5 MPH over the scale on the south elevator track at Cargill elevator.

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

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

- Eastward and westward trains between MP 5.0 and MP 6.0 between DL Switch and Emerado.
- Eastward and westward trains between MP 79.0 and MP 78.0 between Cray and Devils Lake.
- Eastward and westward trains between MP 94.0 and MP 95.0 between Devils Lake and Churches Ferry.

- Eastward and westward trains between MP 185.0 and MP 184.0 between Norwich and Granville.

Automatic Interlockings Not Indicated at Station

NPRR Crossing 4.7 miles west of Devils Lake

York—Normal position of north wye switch is lined for west leg of wye.

Cold Weather Speed Restrictions

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.

Passenger trains—do not exceed 65 MPH.

Amtrak Instructions—The NRPC train crew at Grand Forks will call the GF yardmaster with arrival/departure times. The crew also will report delays at the FO and DL switches to the GF yardmaster.

Flash Flood Warnings—The following location is identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 164.0 to MP 165.0

8. Line Segments

Yard Line Segments

Line Segment Limits

- 521 Grand Forks
- 526 Grand Forks WFE
- 275 Devils Lake North Yard

Road Line Segments

Line Segment Limits

- 268 York to Wolford
- 32 DL Switch
- 33 DL Switch to Surrey

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
05301 Powell	2.5 west of D L Switch	7	East
05311 Emerado Air Base Spur	0.5 west of Emerado	125	East
Forest River Bean Plant Spur	5.3 west of Hannah Jct.	9	East
55706 McCanna	6.0 west of Hannah Jct.	35	Both
05396 Penn	12.7 west of Devils Lake	15	East
58114 Wolford	14.0 west of York	32	Both
05468 Denbigh	8.4 west of Towner	15	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Drayton Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		55422	117.8	HONEYFORD			Rule 6.28	249	3.5	
		55425	121.3	GILBY					4.3	
		55430	125.6	JOHNSTOWN					4.7	
		55434	130.3	FOREST RIVER	U		TWC		5.8	
		55440	136.1	VOSS					8.9	
		55539	145.0	GRAFTON	JTU		Rule 6.28		15.5	
		55464	160.5	DRAYTON			TWC		18.3	
		55483	178.8	JOLIETTE			Rule 6.28		61.0	

Radio Channel No. 66 in service.

Radio Call-In		
Grafton - 48(X)	Calalier - 60(X)	Honeyford - 31(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

Freight

Honeyford to Joliette 25 MPH.

1(B). Speed—Permanent Restrictions

MP 119.5 to end of track 10 MPH.
 MP 143.0 to MP 148.0 10 MPH.
 MP 159.6 to MP 163.3 10 MPH.
 MP 179.5 to end of track 10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Item 1(A) of the System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.
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2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Honeyford to Joliette 134 tons, Restriction G

Six-axle locomotives are not permitted.

3. Type of Operation

TWC—in effect:

MP 119.5 to MP 143.0
 MP 148.0 to MP 178.0

4. General Code of Operating Rules Items

Rule 6.28—in effect:

MP 119.5 to eastward end of subdivision
 MP 143.0 to MP 148.0
 MP 178.0 to MP 179.5

Rule 6.32.2—in effect:

Over crossing on industry track Johnstown, MP 125.9.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Johnstown—Before train movement is made over the crossing on industry track at Johnstown, MP 125.9, the crew must stop and make certain that the flashing light signals are activated. If they are not activated, a crew member must be on the ground at the crossing to warn traffic until the train occupies the crossing.

Grafton—On account of curvature of turnout and track on N.P. Industrial Spur at MP 146.0, cars must be handled at a speed not exceeding 3 MPH.

The normal position of the transfer track switch at MP 144.2 is lined for movement to be made.

Drayton Subdivision—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

8. Line Segments

Road Line Segments

Line Segment Limits

249..... Honeyford to Joliette

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
Potato Whse. Spur	0.4 west of Drayton	30	East
Drayton Potato Packer Spur	0.8 west of Drayton	12	East
American Crystal Plant	1.5 west of Drayton	Yard	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Glasston Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		05295	0.0	GRAND FORKS	RBMJT				1.4	
		55502	1.4	CALSPUR	R				11.0	
		55512	12.4	MANVEL			TWC		12.1	
		55524	24.5	ARDOCH	JU				6.1	
		55530	30.6	MINTO				250	8.8	
		55539	39.4	GRAFTON	JTU	Rule 6.28			6.5	
		55546	45.9	AUBURN					7.6	
		55553	53.5	ST. THOMAS			TWC		6.1	
		55559	59.6	GLASSTON		Rule 6.28			59.6	

Radio Channel No. 66 in service.

Radio Call-In	
Grafton - 48(X)	Grand Forks - 96(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Phone Numbers

8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

Grand Forks to Glasston **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.4 head end restriction westward trains 10 MPH.
 Grand Forks and MP 37.8 25 MPH.
 MP 37.0 to MP 42.0 10 MPH.
 MP 42.0 to MP 59.0 25 MPH.
 MP 59.0 to MP 60.2 10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Hwy 81 Crossing—west leg of wye (HE only) 5 MPH.
 Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Grand Forks to Glasston 143 ton, Restriction D
 Six-axle locomotives not permitted beyond MP 6.0.

3. Type of Operation

TWC—in effect:
 MP 6.0 to MP 37.0
 MP 42.0 (Grafton to MP 59.0 Glasston)

Restricted Limits—in effect:
 Between MP 0.0 and MP 6.0

4. General Code of Operating Rules Items

Rule 6.28—Applies to Glasston, trackage between:
 MP 59.0 to MP 60.2
 MP 37.0 to MP 42.0

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

CF Industries—North Grand Forks switch crews must contact guard prior to approaching anhydrous ammonia rail rack. Switch crews must ascertain from guard whether inspection has been made to ensure that there are no ammonia leaks.

Grafton—The normal position of the main track switch located at MP 40.2 is lined for the Walhalla Subdivision.

Transfer Track—At the switch located at MP 38.7, the normal position is lined for movement to be made.

Glasston Subdivision—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 95 degrees F between Ardoch and Glasston. Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F between Grand Forks and Ardoch.

8. Line Segments

Road Line Segments

Line Segment Limits

250..... Grand Forks to Glasston

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
55527 Process Potatoes Inc.	1.9 east of Minto	9	East
55528 J.D. Miller Potato Co.	1.8 east of Minto	5	East
55529 F&R Rodnik	1.7 east of Minto	5	East
55554 Tobiason Gillishammer	1.1 west of St. Thomas	10	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Grand Forks Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		05163	105.5	CASS LAKE	R				9.6	
	3,660	05172	95.9	ROSBY					5.2	
		05178	90.7	BEMIDJI	J				6.6	
	8,129	05184	84.1	WILTON					12.1	
		05196	72.0	SHEVLIN					6.9	
		05203	65.1	BAGLEY					7.4	
	8,239	05211	57.7	EBRO				31	13.0	
		05224	44.7	FOSSTON					7.5	
	9,033	05231	37.2	McINTOSH					6.0	
		05237	31.2	ERSKINE	AJ	TWC			6.7	
		05244	24.5	MENTOR					6.8	
		05251	17.7	TILDEN JCT.	J				4.8	
	9,038	05255	12.9	BENOIT					11.0	
			1.9	CROOKSTON					1.0	
		05270	81.0X	CROOKSTON JCT.	J				2.9	
			83.9X	NORTH CROOKSTON JCT.	JT				9.2	
	7,710	05280	93.1X	FISHER					9.9	
		05291	103.0X	SIMPLOT				32	2.0	
		05293	105.0X	EAST GRAND FORKS	R				4.9	
		05295	109.9	GRAND FORKS	BMJTY				0.4	
			110.3	GF SWITCH (To FO Switch 0.5 miles)	MJTY	2MT			1.1	
			111.4	DL SWITCH	MJT				135.0	

Radio Channel 85 in service between MP 105.5X, East Grand Forks, Cass Lake and DL Switch (MN).

Radio Call-In		
Tilden Jct. - 75(X)	Cass Lake - 93(X)	Grand Forks Yard - 35(X)
Bagley - 82(X)	Fosston - 81(X)	Grand Forks - 73(X)
Bemidji - 72(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

Grand Forks East: 8-234-6409, 1-800-382-7785
 Grand Forks West: 8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Cass Lake to MP 103 Simplot	49 MPH.
Trains over 100 TOB	45 MPH.
FO Switch to Grand Forks MT 2	10 MPH.

1(B). Speed—Permanent Restrictions

MP 92.0X to MP 93.0X at Fisher	40 MPH.
Between Fisher and Crookston, MP 84.0X to MP 1.0	30 MPH.
Head end restriction, Bemidji, between MP 89.5 and MP 91.6 ...	35 MPH.
MP 103.0X, Simplot, to MP 105.0X, East Grand Forks	25 MPH.
MP 103.0X, Simplot, head end restriction for eastward trains.	
MP 105.0 X, East Grand Forks, to MP 109.9, GF Switch	20 MPH.
MP 110.3, GF Switch, to DL Switch, MT 1	25 MPH.
MP 104.1 to MP 105.2	10 MPH.
MP 109.9, Grand Forks, to MP 110.3, GF Switch	10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Sidings	10 MPH.
Cass Lake wye	5 MPH.
Fisher Elevator track	5 MPH.

Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Cass Lake to Grand Forks 143 tons, Restriction A

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:

Wye, except at North Crookston Jct. and Crookston Jct.
 Northwood Spur MP 82.3

Crookston—Midland track (Crookston Valley Coop.)

North end of Track 6 Bemidji is out of service.

Back track at Shevlin is out of service.

3. Type of Operation

TWC—in effect:

MP 103.5, Cass Lake, to MP 105.0X, East Grand Forks

Yard Limits—in effect:

MP 107.8, Grand Forks, to DL Switch

GF Switch to FO Switch

Restricted Limits—in effect:

MP 103.5, Rosby, to Cass Lake

MP 105.0X, East Grand Forks, to MP 109.78, Grand Forks

4. General Code of Operating Rules Items—None

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 22.7 (DED only)

MP 47.7 (DED only)

MP 88.0 (DED only)

6. FRA Excepted Track—None

7. Special Conditions

Grand Forks

All trains and engines must not occupy the main track without permission of the yardmaster.

Locomotives are not allowed on inside of shed on tracks 1 and 2 at NDSM for east 300 feet.

When switching UND, handle all cars with air.

Protect open switch in effect, Grand Forks Subdivision.

Locomotives cannot go in shed of track 3 at NDSM unless permission is received from NDSM.

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

The first paragraph of General Code of Operating Rules Rule 8.3 that covers the normal position of a main track switch “does not apply” at the Cottonwood switch at MP 107.59. This switch may be left lined for the main track or yard; however, it must be locked. Trains must approach this switch expecting it to be lined against movement.

Train Inspection

A roll-by inspection is required of departing trains at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

Crookston—Locomotive cooling water is available at the section house.

Potlatch Spur—Wheel stops are placed on both ends of the plant track in the building. The derail and blue flag are installed on the warehouse track. Potlatch personnel will apply and remove the derail and blue flag.

Mentor—Industry track for MW use only.

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

- Eastward and westward trains between MP 97.0X and MP 96.0X between Simplot and Fisher.
- Eastward and westward trains between MP 98.0 and MP 97.0 between Cass Lake and Rosby.

Cold Weather Speed Restrictions

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.

Flash Flood Warnings—The following location is identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 66.0 to MP 67.0

MP 50.0 to MP 55.0

MP 1.7 to MP 1.9

8. Line Segments

Yard Line Segments

Line Segment Limits

- 520 Bemidji
- 521 Grand Forks
- 522 Crookston
- 526 Grand Forks WFE
- 527 Cass Lake

Road Line Segments

Line Segment Limits

- 31 Cass Lake to Redland Jct.
- 32 Redland Jct. to GF Switch
- 220 DL Switch
- 31 Cass Lake to Crookston Jct., MP 0.0
- 32 Crookston Jct., MP 0.0, to GS Switch

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
05169 Potlatch Spur	3.0 east of Rosby		Both
05173 Bemidji Industrial Park	1.0 west of Rosby		East
05188 Northwood Spur	3.7 west of Wilton		East
05216 Lengby	7.0 east of Fosston	14	East
05243 Solar Gas	0.9 east of Mentor	66	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hannah Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		55723	23.6	CONWAY	J		TWC	252	5.0	
		55728	28.0	PISEK					6.2	
		55734	34.2	PARK RIVER					9.3	
		55744	43.5	EDINBURG					12.6	
		55756	56.1	MILTON					5.7	
		55762	61.9	OSNABROCK					11.7	
		55774	73.6	LANGDON					14.4	
		55788	88.0	WALES					6.6	
		55795	94.6	HANNAH	T	Rule 6.28			71.5	

Radio Channel No. 66 in service.

Radio Call-In	
Conway - 31(X)	Langdon - 61(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Phone Numbers

8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other—None

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Conway to Hannah 134 tons, Restriction G

Six-axle locomotives and six-axle derricks not permitted.

3. Type of Operation

TWC—in effect:

Conway to MP 94.0

4. General Code of Operating Rules Items

Rule 6.28—in effect:

Between MP 94.0 and Hannah

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Hannah Subdivision—Do not operate between the hours of 1100 and 2000 when temperature exceeds 95 degrees F between Conway and Langdon. Do not operate between the hours of 1100 and 2000 when temperature exceeds 75 degrees F between Langdon and Hannah.

Flash Flood Warnings—The following locations are identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:
 MP 40.0 to MP 46.0
 MP 72.0 to MP 75.0

8. Line Segments

Road Line Segments

Line Segment Limits

252 Conway to Hannah

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Rossford Johnson Spur	1.2 west of Park River	13	West
55768 Easby	5.5 west of Osnabrock	2	East
55781 Dresden	7.0 west of Langdon	34	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hib Tac Subdivision BRANCH LINE STATIONS		Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.			
		52401	500.0	KELLY LAKE		238	0.7	
		52456	500.7	HIB TAC JCT.			1.9	
		502.6	MAHONNING		TWC		1.9	
		504.5	SCENIC				1.3	
		505.8	CLAY TRACK SWITCH		Rule 6.28		5.8	

Radio Channel 85 in service.

Radio Call-In
Kelly Lake - 98(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Phone Number
8-234-6409

1. Speed Regulations

1(A). Speed—Maximum

Freight

Kelly Lake to Clay Track Switch (MP 505.5) 20 MPH.

1(B). Speed—Permanent Restrictions

Loaded taconite trains, MP 502.0 to MP 500.7 12 MPH.
 MP 505.5 to and including Loop Track 10 MPH.
 Over scale when weighing cars both empty and loaded 6 MPH.

1(C). Speed—Switches and Turnouts

All turnouts 12 MPH.

1(D). Speed—Other

Hib Tac Jct. to Emmert 20 MPH.
 Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Kelly Lake to Hibbing Taconite 143 tons, Restriction C

3. Type of Operation

TWC—in effect:
 MP 500.0 to MP 504.5

Rule 6.28—in effect:
 All track west of MP 504.5
 Hib Tac Jct. to Emmert

4. General Code of Operating Rule Items—None

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track
 Hib Tac Jct. to Emmert Jct.

7. Special Conditions

Taconite Cars—For freight trains with more than 6000 trailing tons and that are handling empty taconite cars, the empty taconite cars must be placed at the rear of the train.

Kelly Lake—Trains exceeding 100 TOB are not allowed on tracks 1, 2 and 3. Trackage between Emmert, Keenan and Virginia will be governed by DM&IR current timetable and special instructions. These will be available at the Kelly Lake Depot.

Hibbing Taconite Plant—At the Hib Tac loading facility, a red and yellow light has been installed on both ends of the load out pocket. If all of the moveable parts of the loading mechanism are clear so that the train can move through the facility without interference, the signal will display a permissive yellow color aspect.

Clay Track—Building constructed with close clearance at both ends. Lights installed:

Red—Do Not Enter
Yellow—Proceed with Caution

8. Line Segments

Road Line Segments

Line Segment Limits
 238 Kelly Lake—Emmert Jct.
 257 Hibbing Taconite Line

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Feet	Switch Opens
52456 Hib Tac Jct.	0.5 west of Kelly Lake		East
Off Track	1.4 east of Hibbing	17	Both
52408 Hibbing	5.7 east of Kelly Lake		East
52412 Emmert	6.7 east of Kelly Lake		
52440 Virginia	25.1 east of Emmert		East

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Hillsboro Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
		00679	24.2	FARGO YARD OFFICE	JTY		OCS ABS	220	1.7	
			25.9	DAKOTA JCT.	JY				6.0	
6,455	10053	31.9	HARWOOD						12.5	
	10066	44.4	GARDNER						6.2	
6,462	10072	50.6	GRANDIN						11.7	
7,367	10084	62.3	HILLSBORO						3.4	
	10088	65.7	TAFT				TWC ABS		4.4	
	10092	70.1	CUMMINGS						6.0	
6,460	10098	76.1	BUXTON						5.0	
	10103	81.1	REYNOLDS						7.1	
5,618	10110	88.2	THOMPSON						9.4	
		97.6	FO SWITCH		MJT				0.6	
		98.2	DL SWITCH		MJTY		ABS		74.0	

Radio Channel No. 66 in service.

Radio Channels No. 20 and No. 70 in service at Dilworth.

Radio Call-In		
Harwood - 05(X)	Hillsboro - 46(X)	Grand Forks - 96(X)
Fargo - 52(X) Ch. 70	Dilworth Yd - 31(X) Ch. 20	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Dakota Jct. to FO Switch	70 MPH.	50 MPH.
FO Switch and DL Switch	10 MPH.	10 MPH.
All trains over 100 TOB		45 MPH.

1(B). Speed—Permanent Restrictions

Fargo Yard Office and Dakota Jct.:		
MP 24.2 to MP 24.3	25 MPH.	25 MPH.
MP 24.3 to MP 26.1	50 MPH.	30 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Sidings Thompson, Grandin and Buxton	10 MPH.
Sidings Harwood, Gardner and Reynolds	10 MPH.
Thompson—Elevator track over scale	5 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Fargo Yard Office to DL Switch 143 tons, Restriction A

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:
 Taft—elevator track

3. Type of Operation

TWC—in effect:
 MP 25.9, Dakota Jct., to MP 97.6, FO Switch

Yard Limits—in effect:
 MP 25.9 to MP 24.2 between Dakota Jct. and Fargo Yard Office
 MP 97.6 to MP 98.2, FO Switch to DL Switch

Manual Interlocking—in effect:
 FO Switch (MP 97.6) to DL Switch

OCS—Occupancy Control System—in effect:
 Between MP 24.2, Fargo Yard Office, and MP 25.9, Dakota Jct., trains and engines may enter or occupy the main track on a controlled signal indication after receiving verbal permission to enter yard limits from the Dilworth dispatcher. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from the Dilworth dispatcher.

4. General Code of Operating Rules Items

Rule 6.28—in effect:
 Coal connecting track

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 MP 34.0 (DED only)—EWD only
 MP 52.7—Recall Code 467
 MP 79.0—Recall Code 468
 MP 92.5 (DED only)—WWD only

6. FRA Exempted Track—None

7. Special Conditions

Hillsboro siding is located between MP 60.0 and MP 61.7.

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

- Westward trains—between MP 34 and MP 35.
- Eastward trains—between MP 91 and MP 90.

Dilworth Terminal

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

When working, approaching or traveling on main tracks, all employees will utilize Road Channel No. 70.

All other movements or work on other than main track will utilize Yard Channel No. 20.

- B. Train Inspection

Dilworth/Fargo—A roll-by inspection is required of departing trains at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

Cold Weather Speed Restrictions

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

- Freight trains 100 TOB and over—do not exceed 40 MPH.
- Passenger trains—do not exceed 65 MPH.

8. Line Segments

Road Line Segments

Line Segment Limits

- 291 Fargo-Dakota Jct.—Coal Connection Track
- 220 Fargo Yard Office to DL Switch

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
10078 Kelso	6.1 west of Grandin	8	West
10086 Amerian Crystal (Redco)	2.3 west of Hillsboro	60	Both
10115 Merrifield	4.9 west of Thompson	32	Both
10118 Flaot	7.8 west of Thompson	13	West
10120 Prairie Sub Station	8.8 west of Thompson	10	East

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Siding Switch Mile Post Loc.	Mile Post	Hinckley Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		05013		11.8	BOYLSTON	JT	CTC		28	12.7	
	6118	06112	23.4 24.7	24.5	FOXBORO					12.0	
	7129	06100	35.9 37.3	36.6	NICKERSON					12.2	
	5690	06088	48.4 49.5	48.9	BRUNO					8.4	
	6957	06080	56.5 57.9	57.2	ASKOV					5.9	
		06074		63.1	SANDSTONE					9.1	
	7417	06065	72.3 73.8	72.3	HINCKLEY	BJ		TWC ABS		7.9	
	8553	06057	78.7 80.5	80.1	BROOK PARK					0.4	
				80.5	MORA JCT.	J				11.1	
	9000	06046	90.0 91.7	91.3	GRASSTON					16.1	
	8800	06029	108.0 109.8	107.4	CAMBRIDGE					11.7	
	4958	06018	118.6 119.6	119.0	BETHEL					11.9	
	9000	06006	129.7 131.5	131.0	ANDOVER					5.9	
		00448		136.9	COON CREEK	J	CTC			125.3	

Radio Channel No. 66 in service Boylston to Coon Creek.

Radio Call-In		
Nickerson - 85(X)	Hinckley - 86(X)	Cambridge - 87(X)
DM&IR - 96	Elk River - 80(X)	Carlton - 84(X)
Superior - 81(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Number
8-234-6408

1. Speed Regulations

1(A). Speed—Maximum

Boylston to Coon Creek **Freight** 50 MPH.

1(B). Speed—Permanent Restrictions

Boylston to south end of bridge MP 15.5 35 MPH.
South end of bridge MP 15.5 to MP 24.5 40 MPH.
Hinckley MP 72.0 to MP 72.3 40 MPH.

1(C). Speed—Switches and Turnouts

Through turnout at Coon Creek 25 MPH.
Through turnout at Boylston 35 MPH.

1(D). Speed—Other

Through all sidings 10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Boylston to Coon Creek 143 tons, Restriction A

3. Type of Operation

TWC—in effect:
Boylston to Coon Creek

4. General Code of Operating Rules Items

Rule 6.32.4—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:
When it can be avoided, cars or engines must not be left standing nearer than 330 feet to a road crossing when there is an adjacent track.

At Coon Creek—Foreign line trains via Hinckley Subdivision will receive track bulletins and track warrants at their originating stations.

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 20.8 (DED only)—NWD only
 - MP 58.9 (DED only)—SWD only
 - MP 66.5—NWD only—Recall Code 868
- B. Other TWD locations
 - MP 20.8 (DED only)—SWD only
 - MP 39.3—Recall Code 858
 - MP 58.9 (DED only)—NWD only
 - MP 66.5—SWD only—Recall Code 868
 - MP 96.3—Recall Code 878
 - MP 126.5—Recall Code 808

6. FRA Excepted Track—None

7. Special Conditions

Speed Test Boards—Engineers must test the speed of their trains at the following locations:
Northward and southward trains between MP 76 and MP 77 between Hinckley and Brook Park.

Automatic Switch Locations

Foxboro siding—north and south switch
Hinckley siding—north and south switch
Brook Park siding—south end only
Grasston siding—north and south switch
Cambridge siding—north and south switch
Andover siding—north and south switch

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:
Freight trains 100 TOB and over—do not exceed 40 MPH.

Protect Open Switch—in effect on this subdivision.

8. Line Segments

Road Line Segments

Line Segment Limits

2108 Boylston
28 Boylston to Coon Creek

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
06002 Busch	1.7 north of Coon Creek	18	Both
06012 Cedar	5.7 north of Andover MP 125.2	8	South
06024 Isanti	5.7 south of Cambridge MP 113.0	54	Both
06040 Braham	5.3 south of Grasston MP 96.7	25	South

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hunter Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		00707	64.2	VANCE					4.8	
		56305	69.0	ARTHUR		Rule 6.28		23	5.9	
		56311	74.0	HUNTER					10.7	

Radio Channel No. 70 in service.

Radio Call-In	
Vance - 23(X)	Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Phone Numbers

8-234-6406, 1-800-382-7785

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Clifford Line Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		00716	0.0	ERIE JCT.	J				1.4	
		56402	1.4	ERIE			TWC	274	10.7	
		56412	12.1	GALESBURG					5.4	
		56418	17.5	CLIFFORD		Rule 6.28			17.5	

Radio Channel 70 in service.

Radio Call-In	
Nolan - 23(X)	Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Phone Numbers

8-234-6406, 1-800-382-7785

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Warwick Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		00724	24.3	WARWICK JCT.	J				1.6	
		57002	25.7	PAGE					7.1	
		57009	32.8	COLGATE					6.3	
		57015	39.2	HOPE					9.3	
		57024	48.4	PICKERT					5.0	
		57029	53.3	FINLEY					6.5	
		57036	59.8	SHARON			TWC	24	7.1	
		57043	66.9	ANETA					4.9	
		57048	71.9	KLOTEN					6.0	
		57054	77.8	McVILLE					7.3	
		57061	85.1	PEKIN					5.8	
		57067	90.9	TOLNA					7.1	
		57080	97.3	HAMAR					74.0	

Radio Channel No. 70 in service.

Radio Call-In		
Nolan - 23(X)	Aneta - 14(X)	Warwick - 16(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

8-234-6406, 1-800-382-7785

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Clifford to Erie Jct.	25 MPH.
Vance to Hunter	10 MPH.
Warwick Jct. to Hamar	25 MPH.

1(B). Speed—Permanent Restrictions

MP 17.0 to MP 18.0	10 MPH.
Warwick Jct. to MP 97.3	25 MPH.
Pickert MP 48.2 to MP 48.4 (HER)	10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Item 1(A) of the System Special Instructions applies on these subdivisions.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Vance to Hunter	134 tons, Restriction G
Erie Jct. to Clifford	134 tons, Restriction G
Warwick Jct. to Warwick	134 tons, Restriction G

Hunter and Warwick Subdivision—Six-axle locomotives and six-axle derricks are not permitted.

3. Type of Operation

TWC—in effect:

Clifford and Warwick Subdivisions

4. General Code of Operating Rules Items

Rule 6.28—in effect:

Hunter Subdivision—MP 64.2 to MP 75.9

Clifford Line Subdivision—trackage between MP 17.0 and MP 18.0 Clifford.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Warwick Subdivision—Do not operate between the hours of 1100 and 2000 when temperature exceeds 85 degrees F.

Clifford Subdivision—Do not operate between the hours of 1100 and 2000 when temperature exceeds 85 degrees F.

Hunter Subdivision—Do not operate between the hours of 1100 and 2000 when temperature exceeds 85 degrees F.

Flash Flood Warnings—The following locations are identified as "critical" as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

Hunter Subdivision	MP 64.2 to MP 74.0
Warwick Subdivision	MP 70.0 to MP 72.0
	MP 74.0 to MP 75.0
	MP 82.0 to MP 84.0

8. Line Segments

Road Line Segments

Line Segment Limits

23	Vance to Hunter
274	Erie Jct. to Clifford
24	Warwick Jct. to MP 98.0

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	K O Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
			250.3	EAST DILWORTH	MXY			1.9	
			1.0	WATTS	MXY	2MT ABS	26	2.1	
	00673	3.2	DILWORTH	BT X(2)Y				2.3	
	00675	5.8	MOORHEAD JCT.	MJX(2)Y	DT ABS			2.1	
	00679	8.6	FARGO	JX(2)Y				5.3	
	00683	13.0	WEST FARGO	MJX(2)Y				7.3	
	00690	20.2	MAPLETON	X(2)	2MT CTC			7.6	
	00698	28.4	CASSELTON	JX				3.3	
		31.1 3.3X	SURREY JCT. SWITCH	JX				7.6	
	9371	00709	10.5X	ABSARAKA				24	13.5
	9490	00724	24.3X 41.0	NOLAN	J				21.1
	7733	00736	52.8	PILLSBURY				7.4	
	9145	00744	60.2	LUVERNE				12.7	
	9613	00757	73.0	HANNAFORD	J			13.4	
	9686	00770	86.4	SUTTON				13.6	
	9630	00784	99.9	JUANITA				12.8	
	8797	00796	112.7	BRANTFORD				11.6	
	11516	00808	124.3	NEW ROCKFORD	JT	CTC	34	12.5	
	8552	00820	136.8	BREMEN					12.7
	9078	00833	149.5	HEIMDAL					12.4
	8994	00845	161.7	SELZ					15.3
	9526	00861	177.0	AYLMER					9.8
	9388	00870	186.8	GUTHRIE					12.8
	9168	00883	199.6	KARLSRUHE					12.3
	9782	00896	211.9	SIMCOE					14.1
		05495	226.0	SURREY	J				2.3
		00911	197.9X	GAVIN YARD	BJT				1.8
		00913	199.7X	JD SWITCH	X(2)		33	3.5	
		00917	203.2X 0.0	MINOT	X	2MT CTC			255.1

Radio Channel No. 70 in service.

Between Surrey and Minot is under the jurisdiction of the Montana Division.

Radio Call-In		
Surrey Jct. Switch - 53(X)	Nolan - 23(X)	Hannaford - 06(X)
Juanita - 16(X)	New Rockford - 20(X)	Selz - 17(X)
Aylmer - 26(X)	Simcoe - 15(X)	Gavin - 07(X)
Fargo - 52(X) Ch. 70	Dilworth Yd - 31(X) Ch. 20	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

8-234-6406
Dilworth—8-280-7284

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
East Dilworth to Minot		60 MPH.

1(B). Speed—Permanent Restrictions

	Passenger	Freight
MP 250.3 to MP 3.1	75 MPH.	60 MPH.
MP 250.3 to MP 3.1, trains over 100 TOB		40 MPH.
MP 3.1 to MP 9.1 (HER westward only)	40 MPH.	35 MPH.
MP 10.8 to MP 11.3	40 MPH.	40 MPH.
MP 27.0 to MP 28.0 (HE only)		40 MPH.
Between Surrey and JD Switch		
MP 225.5 and MP 199.7	60 MPH.	50 MPH.
Between JD Switch and Minot		
MP 199.7 to MP 200.9 on Main 2	60 MPH.	50 MPH.
Between JD Switch and Minot		
MP 200.9 to MP 202.2 on Main 2	60 MPH.	35 MPH.
Between JD Switch and Minot		
MP 202.2 on Main 2	35 MPH.	35 MPH.
Between west crossover JD Switch and		
Minot on Main 1, MP 199.4 to MP 1.2		35 MPH.
Eastward Freight Main between west switch		
Diesel Service and west crossover JD Switch		25 MPH.
Head end speed restrictions for westbound freight trains as follows:		30 MPH.
Signal 2485.5 on Main Track No. 2, Minot		
Trains departing sidings on a proceed signal may increase speed to 35 MPH after engine has passed signal, including west crossovers through turnout JD Switch.		
Between Absaraka and Pillsbury		
MP 23.8X to MP 41.2		55 MPH.

1(C). Speed—Switches and Turnouts

Through turnouts at:

MP 1.0, crossover Watts	35 MPH.
MP 250.3, crossover	35 MPH.
MP 6.2, crossover	35 MPH.
MP 12.8, turnout to Prosper Subdivision, West Fargo to JY Jct.	25 MPH.
MP 12.9, crossover	35 MPH.
MP 20.0, crossovers	35 MPH.
MP 28.3, crossover	35 MPH.
MP 28.4, turnout to RRWV	30 MPH.
MP 31.0, crossover	35 MPH.
MP 31.1, turnout at Surrey Jct. Switch	35 MPH.
Head end restriction, MP 124.0 to MP 124.7	50 MPH.
Surrey through turnouts	35 MPH.

Trains or engines leaving siding on clear signal and through turnouts at following locations:

Absaraka siding	35 MPH.
Nolan siding	35 MPH.
Pillsbury siding	35 MPH.
Luverne siding	25 MPH.
Hannaford siding	25 MPH.
Sutton siding	35 MPH.
Juanita siding	35 MPH.
Brantford siding	35 MPH.
New Rockford siding	35 MPH.
Bremen siding	35 MPH.
Heimdal siding	35 MPH.
Selz siding	35 MPH.
Aylmer siding	35 MPH.
Guthrie siding	35 MPH.
Karlsruhe siding	35 MPH.
Simcoe siding	35 MPH.

1(D). Speed—Other—None

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car	
East Dilworth to Minot	143 tons, Restriction A
Hannaford to Walum	134 tons, Restriction G
Tatman Jct. to Tatman	134 tons, Restriction G
Hannaford Elevator Track	134 tons, Restriction G

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:

Between MP 25.4 and Walum
Between Tatman Jct. and Tatman

3. Type of Operation

Yard Limits—in effect:

MP 250.3, East Dilworth, to MP 13.0, West Fargo, on Main 1 and Main 2

Control Point Not Shown as Station

Middle Dilworth—MP 2.3 (manual interlocking)

CTC—in effect:

Between MP 13.0, West Fargo, and MP 203.2, Minot

OCS—Occupancy Control System—in effect:

Between East Dilworth, MP 250.3, and West Fargo, MP 13.0, trains and engines may enter or occupy the main track on a controlled signal indication after receiving verbal permission to enter yard limits from the Dilworth dispatcher. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from the Dilworth dispatcher.

4. General Code of Operating Rules Items

Rule 6.28—Between MP 22.9, Walum, and MP 26.4, Hannaford, all tracks are industrial tracks.

Rule 10.2—The following switches are not equipped with electric locks:

Mapleton, MP 19.9, Main 1
Norpak, MP 22.3, Main 2
Dalrymple, MP 25.8, Main 1
Casselton, MP 27.3, Main 2
Casselton, MP 27.5, Main 1
Casselton, MP 27.9, Main 1
Karnak, MP 65.5
West Fargo, MP 14.1, Main 1
West Fargo, MP 13.4, Main 2
Hamberg—east and west switches

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
MP 55.9—WWD only—Recall Code 238
MP 68.6 (DED only)—EWD only—Recall Code 237
MP 202.0—WWD only—Recall Code 538
MP 209.2 (DED only)—EWD only—Recall Code 157
- B. Other TWD locations
Between Dilworth and Surrey Jct. Switch
MP 16.2—Recall Code 537
MP 25.3—Recall Code 538
Between Surrey Jct. Switch and Minot
MP 19.3X—Recall Code 538
MP 55.9—Recall Code 238
MP 68.6 (DED only) WWD only—Recall Code 237
MP 83.7—Recall Code 068
MP 110.5—Recall Code 167
MP 127.9—Recall Code 168
MP 142.4—Recall Code 177
MP 168.7—Recall Code 178
MP 185.5—Recall Code 268
MP 202.0—EWD only—Recall Code 538
MP 209.2 (DED only)—WWD only—Recall Code 157

6. FRA Excepted Track—None

7. Special Conditions

Dilworth Terminal

- A. Defined Terminal—All yard tracks and main tracks between:
KO Sub. Main 2 from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.
Main 1 from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.

Hillsboro Sub. From MP 28.0 west of Dakota Jct. to MP 24.2 at Fargo Yard Office on Coal Main.

Prosper Sub. From MP 41.3, South Moorhead, to MP 3.9, JY Jct. Also includes JY connecting track and the Dakota connecting track.

P Line Sub. From Moorhead to MP 3.6 east of Kragnes.

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

B. Occupancy Control System

In the Dilworth/Fargo Terminal, Occupancy Control System (OCS) is in effect between:

East Dilworth (MP 250.3) and West Fargo (MP 13.0) on the KO Subdivision, South Moorhead (MP 41.3) and JY Jct. (MP 3.9) on the Prosper Subdivision, and JY Jct. (MP 3.9) and West Fargo on the Prosper Subdivision. OCS is in effect between Fargo Yard Office (MP 24.2) and Dakota Jct. (MP 25.9) on the Hillsboro Subdivision.

All main track movements within yard limits will be controlled by the Dilworth dispatcher. All yard track movements (other than main track) in the Dilworth/Fargo Terminal will be controlled by the Dilworth yardmaster.

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Middle Dilworth—MP 2.3
- Eastbound Yard Lead (MP 5.2 on Main 2, KO Sub.)
- Moorhead Jct.
- West Fargo
- South Moorhead
- Fargo Yard Office
- Dakota Jct.
- JY Jct.
- OTV Jct.
- Middle Dilworth

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

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

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

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

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

C. Radio

The following channels are in service:

- Radio Channel No. 20
- Radio Channel No. 70

When working, approaching or traveling on main tracks, all employees will utilize Road Channel No. 70.

All other movements or work on other than main track will utilize Yard Channel No. 20.

D. Train Inspection

Dilworth/Fargo—A roll-by inspection is required of departing trains at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

E. Connecting Tracks

Between West Fargo (MP 12.8) on the KO Subdivision and JY Jct. (MP 3.9) on the Prosper Subdivision, JY connecting is considered signaled main track in yard limits. Maximum speed is 25 MPH.

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

- Westward trains—between MP 21.0 and MP 22.0 between Mapleton and Casselton.
- Eastward and westward trains—between MP 117.0 and MP 116.0, approximately 7 miles east of New Rockford.
- Westward and eastward trains—between MP 146.0 and MP 147.0, approximately 4 miles west of Hamberg.
- Eastward and westward trains—between MP 221.0 and MP 220.0, approximately 4 miles east of Surrey.

Locomotive cooling water is available at Minot, Karlsruhe, New Rockford and Selz.

New Rockford—The east end of the south siding switch leading to RRVW must be lined and locked for the RRVW.

Extra head-/rear-end train devices are available.

Minot—Westward trains at Simcoe will call the Gavin yardmaster for instructions.

NRPC trains at Minot will call the Gavin yardmaster with their arrival and/or departure time and will report delays at Minot to the Gavin yardmaster.

Casselton—BNSF trains setting out or picking up cars at Casselton must obtain permission from the RRVW dispatcher at Breckenridge before entering the RRVW Second Subdivision main track at Casselton.

Cold Weather Speed Restrictions

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

- Freight trains 100 TOB and over—do not exceed 40 MPH.
- Freight trains up to 100 TOB—do not exceed 50 MPH.

(Exception: Z-9 symbol trains or single-level loaded intermodal trains may operate at maximum authorized speed.)

Passenger trains—do not exceed 65 MPH.

Wallum Industrial—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

8. Line Segments

Yard Line Segments

Line Segment	Yard
562	Dilworth WFE
560	Dilworth
561	Fargo
468	Gavin Yard
565	Minot Yard

Road Line Segments

Line Segment	Limits
291	JY - West Fargo
272	Tatman Spur
25	East Dilworth
26	East Dilworth to Surrey Jct. Switch
24	Surrey Jct. Switch to Nolan
34	Nolan to Surrey
33	Surrey to Minot

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
00690 Mapleton	7.0 west of West Fargo	30	West
00692 Norpak	2.4 west of Mapleton	20	East
00695 Dalrymple	5.3 west of Mapleton	37	West
00715 Ayr	6.0 west of Absaraka	48	Both
00750 Karnak	6.3 west of Luverne	12	East
57324 Walum	3.4 east of Hannaford	12	Both
00777 Glenfield	7.0 west of Sutton	45	Both
00790 Grace City	6.4 west of Juanita	27	Both
00827 Hamberg	6.1 west of Bremen	29	Both
00839 Wellsberg	6.1 west of Heimdal	46	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Siding Switch Mile Post Loc.	Mile Post	Lakes Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		05004		5.4	SUPERIOR	BT	Rule 6.28	28	2.1	
				7.6	54th ST.				1.2	
		05008		8.8	CENTRAL AVE. To Rice's Point Yard on Coal Track 10.1	JX	2MT CTC	30	0.6	
				9.4	M&J JCT.	J			1.4	
		05010		10.3	SAUNDERS	JX(2)			2.4	
		05013		12.6	BOYLSTON	JTX			3.3	
				15.9	MP 15.9				15.8	
9,700	05033	33.0 34.9		34.0	CHUB LAKE	J			7.1	
	05039			41.1	CLOQUET				8.9	
7,869		49.2 50.9		50.0	DRACO				7.6	
10,480	05055	55.9 58.0		57.7	BROOKSTON	J	CTC	30	17.8	
9,785	05073	73.0 75.0		75.6	FLOODWOOD				6.6	
9,216	05079	82.1 83.9		82.2	ISLAND				9.9	
9,893	05090	90.3 92.4		92.1	SWAN RIVER				9.0	
9,917	05099	100.0 102.0		101.0	PHILBIN				7.5	
7,036	05106	106.9 108.4		108.4	GUNN	JT			3.0	
	05109			112.1	GRAND RAPIDS	B	TWC ABS		5.0	
4,942	05115	116.7 117.7		116.5	COHASSET	T			8.8	
6,950	05124	125.6 127.0		125.7	DEER RIVER		TWC	30	7.1	
	05131			132.8	BALL CLUB				20.5	
6,228	05151	152.7 153.9		152.9	SCHLEY				11.5	
	05163			164.9	CASS LAKE	BTR			157.1	

Radio Channel No. 66 in service Superior to Boylston.
 Radio Channel No. 85 in service CTC Boylston to Cass Lake.
 Radio Channel No. 76 Superior Terminal.

Radio Call-In		
Chub Lake - 79(X)	Floodwood - 94(X)	Grand Rapids - 92(X)
Schley - 93(X)	Bemidji - 72(X)	Brookston - 97(X)
DM&IR Dispatcher - Steelton - 96		Saunders - 95(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Number
 8-234-6409

1. Speed Regulations

1(A). Speed—Maximum

	Freight
54th St. to MP 115.8	50 MPH.
MP 115.8 to Cass Lake	49 MPH.

1(B). Speed—Permanent Restrictions

54th St. to MP 21.0	40 MPH.
MP 21.0 to MP 34.0	35 MPH.
MP 34.0 to MP 39.6	40 MPH.
MP 39.6 to MP 41.3 (HER)	30 MPH.
MP 41.3 to MP 46.6	40 MPH.
MP 46.6 to MP 47.4	35 MPH.
MP 47.4 to MP 77.0	40 MPH.
MP 108.5 to MP 111.2	25 MPH.
MP 111.2 to MP 112.3 (HER)	12 MPH.
MP 112.3 to MP 115.8	25 MPH.
MP 115.8 to Cass Lake	49 MPH.
Cass Lake—On all tracks, head end of train over foot walk crossing located at MP 164.5	10 MPH.

1(C). Speed—Switches and Turnouts

Trains or engines on siding or through No. 20
 turnouts at the following locations: 35 MPH.
 Crossover Saunders MP 10.3
 Boylston
 MP 15.9
 East and west switch Chub Lake and siding Chub Lake
 Central Ave., turnout to coal main 12 MPH.
 Trains or engines on siding or through No. 20
 turnouts at the following location: 10 MPH.
 Crossover West Saunders MP 10.8
 Trains or engines on sidings and through
 turnouts at the following locations: 25 MPH.
 Draco, Brookston, Floodwood, Philbin, Swan River
 Sidings
 Island and Schley 10 MPH.
 Trains and engines through turnouts
 at the following locations: 25 MPH.
 Central Ave. crossover

1(D). Speed—Other

Deer River—Head end over city crossings between
 MP 125.5 and MP 125.9 25 MPH.
 Gunn (west leg of wye) 5 MPH.
 Item 1(A) of the System Special Instructions applies from MP 108 to MP 116.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Superior to Cass Lake 143 tons, Restriction A
 Grassy Point Bridge 143 tons, Restriction C
 At Cass Lake—No. 4 yard track locomotives heavier than 137.5 tons are not permitted.

3. Type of Operation

CTC—in effect:
 54th St. to Gunn MP 7.6 to MP 108.5
TWC-ABS—in effect:
 Gunn to Grand Rapids MP 108.5 to MP 115.8
TWC—in effect:
 Grand Rapids to Cass Lake MP 115.8 to MP 162.0
Restricted Limits—in effect:
 MP 162.0 to MP 164.9 (Cass Lake)
 MP 105.5, Cass Lake, to MP 104.0, Grand Forks Subdivision

4. General Code of Operating Rules Items

Rule 6.32.4—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:
 When it can be avoided, cars or engines must not be left standing nearer than 330 feet to road crossing when there is an adjacent track.
Rule 10.2—The following switches are not equipped with electric locks:
 MP 22.64 MP 31.24 MP 35.1
 MP 58.5 MP 75.2 MP 75.6

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures
 MP 25.4 (DED only)—WWD only
 MP 31.5—EWD only—Recall Code 798
 B. Other TWD locations
 MP 25.4 (DED only)—EWD only
 MP 31.5—WWD only—Recall Code 798
 MP 53.4—Recall Code 978
 MP 78.0—Recall Code 948
 MP 105.0—Recall Code 928
 MP 129.9 (DED only)

6. **FRA Excepted Track**—None

7. **Special Conditions**

Sidings—Trains exceeding 100 TOB are not permitted on sidings between Grand Rapids and Cass Lake.

Taconite Cars—For freight trains with more than 6000 trailing tons and that are handling empty taconite cars, the empty taconite cars must be placed at the rear of the train.

Between Central Avenue and Duluth

Coal Runner between Central Ave. MP 8.8 and 28th St. MP 6.1—(HE only) 20 MPH.

Between 28th St. MP 6.1 and Duluth connecting track switch MP 3.5 (HE only) 12 MPH.

Eastward and westward runner tracks between 54th St. and Superior (28th St.) 20 MPH.

Between MP 3.3 and Grassy Point draw bridge and between No Name Creek and Rice's Point Yard will be two running tracks that will be called East and West running tracks.

Midwest Energy—When a red signal is displayed, a train must not enter the shed. When a green signal is displayed, a train can enter the shed.

Unless otherwise instructed, crews dumping loaded coal cars at Midwest Energy will do the following:

1. Spot the first car.
2. Engineer will make a 20-psi reduction.
3. Brakeman will close angle cock on car.
4. Detach engine from train.

After first car has been dumped:

5. Re-attach engine to train.
6. Release air.
7. Spot second and third cars for dumping.

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 crew member advises that the train has been released by Midwest Energy.

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

Between Central Avenue and Superior East End—The manual interlocking located at Vin Jct. is controlled by the control operator at Minneapolis (612-904-5828). When it is necessary to get signal for route, call the control operator from the phone located near the crossing.

Between Central Ave. and Soo Line crossing, on days when 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 the grade crossing at John Ave. and 60th St. and the pedestrian crossing located about 100 feet west of the grade crossing.

Gunn—Permission must be obtained from the dispatcher before operating the electric lock switch at West Gunn to enter or leave the siding.

Seyton—The normal position of the east switch to the Potlatch spur will be lined for the Potlatch spur.

Potlatch Industries—Ensure that the crossing's signal lights are functioning properly before making any movement over County Road 63.

MP&L Plant, Cohasset—The normal position for the inside switch of the MP&L wye will be for the west leg of wye.

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

Hard hats are required at MP&L and can be picked up at the gate house. Return hard hats to the gate house prior to departing. The west leg of wye switch to the loop switch south of the coal dumper shed: 12 MPH.

Cass Lake—Whistle signal Rule 5.8.2(11) must be sounded by all trains over the pedestrian footwalk located 1600 feet east of Highway 371.

The crossing must be cut immediately. When this crossing is blocked by a coupling train, trainmen must remain at the crossing to prevent pedestrians from crossing through the cars.

Deer River—All trains and engines must protect movement over the South St. crossing at MP 125.6 when occupying siding on account of rusty rail.

Gunn—Before trains initiate movement through the west leg of wye at Gunn, both switches must be properly lined. Movement must be completed through the wye before a stop is made, and both switches must be restored to normal position after the entire movement has been completed.

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

- Both directions between MP 87 and MP 86, between Island and Swan River.
- Both directions between MP 18 and MP 17 between Chub Lake and MP 15.9.
- Both directions between MP 139 and MP 140 between Ball Club and Schley.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:
Freight trains 100 TOB and over—do not exceed 40 MPH.

8. **Line Segments**

Terminal Line Segments

Line Segment	Duluth	Limits
214	Double Track	21st Ave. W—46th Ave. W
235	Riverside Jct.	72nd Ave. West— Riverside Jct.
501	Bridge Yard	5th Ave. W—Garfield Ave.
502	Commerce Tracks ..	5th Ave. W—15th Ave. W
503	Birch St. Yard	Garfield Ave.—Birch St. Yard
504	Rice's Point Yard	
505	Boston Yard	39th—48th Ave. W
508	Mike's Yard	Main St.—72nd Ave. W

Line Segment	Superior	Limits
509	Belknap Yard	Amzoil
510	17th St. Yard	Elevator Station—28th St.
511	28th St. Yard	28th St.—Central Ave.
513	Saunders Yard	Saunders Tower—Yard Board
514	East End Yard	15th Ave. E—31st Ave. E
516	Allouez Yard	
517	Allouez Tac Yard	New Loop

Yard Line Segments

Line Segment	Limits
519	Cloquet
527	Cass Lake Yard

Road Line Segments

Line Segment Limits

- 27 Central Ave.—Superior
- 28 Central Ave.—Winters St.
- 233 Central Ave.—Allouez
- 234 Berwind Jct.—LST&T Jct.
- 235 W. Duluth—New Duluth
- 505 Rice's Point—Berwind Jct.
- 28 Superior to Boylston
- 30 Boylston to Cass Lake

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
05001 Duluth	7.8 east of Superior		Both
Rice's Point	6.8 east of Superior	Yard	Both
Stateline - Stub Track	9.1 east of Chub Lake	5	East
05029 Alford	3.8 east of Chub Lake	10	East
Brookston Gravel Pit	0.1 west of Brookston	45	Both
05113 Seyton	3.2 west of Grand Rapids	40	Both
05116 Minn. Power & Light Spur	0.4 west of Cohasset	121	Both
05144 Bena	12.9 west of Bali Club	23	West
05273 International Falls via DWP	172.1 west of Superior	Yard	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mayville Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		05322	129.6	MAYVILLE JCT.	J		TWC	23	12.6	
		06353	117.4	NORTHWOOD					8.5	
		56345	109.0	HATTON					6.5	
		56338	102.4	PORTLAND JCT.	JT				4.9	
		56333	97.5	MAYVILLE		Rule 6.28			32.5	

Radio Channel No. 66 in service.

Radio Call-In	
Larimore - 31(X)	Hatton - 46(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Phone Numbers

8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

Mayville Jct. to Mayville **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Bridge 28.9, Portland cars heavier than 134 tons 10 MPH.
Item 1(A) of the System Special Instructions applies between Portland Jct. and Portland.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Mayville Jct. to MP 97.0 143 tons, Restriction D
Portland to Portland Jct. 143 tons, Restriction D
MP 97.0 to Mayville 134 tons, Restriction G

Six-axle locomotives are not permitted.

Six-axle derricks are not permitted between MP 97 and Mayville.

3. Type of Operation

TWC—in effect:

Mayville Jct. MP 129.6 to MP 98.5

4. General Code of Operating Rules Items

Rule 6.28—Between Portland Jct. and Portland, maximum speed is 10 MPH between MP 98.5 and end of track Mayville.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Mayville Subdivision—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 95 degrees F between Mayville and Mayville Jct. Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F between Portland and Portland Jct.

8. Line Segments

Road Line Segments

Line Segment Limits

274 Portland—Portland Jct.
23 Mayville Jct. to Mayville

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
56331 Mayville Pelleting Co. Spur	1.1 west of Mayville	6	West
Gormley Bean Co.	1.2 west of Mayville	13	West
56332 Occidental Agri Chemicals Spur	1.0 west of Mayville	9	East
56343 Hunter Commodity Spur	0.8 west of Hatton	8	West
56344 Olaf Bye & Sons Spur	0.7 west of Hatton	10	West
56360 Kempton	6.3 west of Mayville Jct.	15	East
56428 Portland	4.5 west of Portland Jct.	30	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Midway Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		00429	0.5	SEVENTH ST.	JY			22	0.6	
			1.4	WESTMINSTER	JX(2)Y				1.8	
			2.2	JACKSON ST.			2MT		0.8	
			3.2	DALE ST.	XY		CTC		1.0	
		00433	5.1	MIDWAY	BXY				1.9	
		00435	7.0	ST. ANTHONY	JY			216	1.3	
		00436	8.4	UNION YARD	BX(2)Y				1.3	
		00437	9.5	MPLS JCT.	JTXY		CTC		0.8	
			10.2	VAN BUREN	JXY				1.9	
			11.7	UNIVERSITY	JX(2)Y		2MT		0.7	
			12.4	EAST 35TH AVE.	JY		CTC	12.1		

Radio Channel No. 70 in service for road crews between Seventh St. and East 35th Ave.

Radio Channel No. 15—Authority Channel West Hump Disp.

Radio Channel No. 76—Authority Channel East Hump Disp.

Train Dispatcher Phone Numbers

St. Anthony to Seventh St.—8-234-6417—East Hump Dispatcher
 St. Anthony to East 35th Ave.—8-234-6401—West Hump Dispatcher

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Seventh St. to East 35th Ave.	30 MPH.	30 MPH.
Seventh St. to MP 7.1	30 MPH.	30 MPH.

1(B). Speed—Permanent Restrictions

MP 7.1 to MP 9.5	20 MPH.
MP 9.5 to East 35th Ave.	25 MPH.
Between East University & Van Buren St. on Yard Track (referred to as Old Main 2)	20 MPH.
Park Jct. and St. Anthony on Minnesota Commercial connection over Kasota Ave. road crossing	11 MPH.

1(C). Speed—Switches and Turnouts

Midway, both crossovers	30 MPH.
All turnouts at St. Anthony, except at end of 2 main tracks	12 MPH.
At St. Anthony, turnout at end of 2 main tracks	25 MPH.
All turnouts located between East and West University	12 MPH.
except the 05, 02 crossovers	25 MPH.
All turnouts located between East and West 35th Avenue	12 MPH.
except the 04 turnout	25 MPH.
Through turnouts at the following locations: Seventh St., end of double track Seventh St., dividing switch Seventh St., turnouts main tracks of St. Paul Subdivision	30 MPH.

1(D). Speed—Other

Minneapolis Jct. wye tracks

Item 1(A), all subs., applies between East University and Van Buren St. on Yard Track (referred to as Old Main 2).

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Seventh St. to East 35th Ave. 143 tons, Restriction A

3. Type of Operation

Yard Limits—in effect:
 Seventh St. to East 35th Ave., MP 12.4

CTC—in effect:
 2MT/CTC—Seventh St. to St. Anthony
 CTC—St. Anthony to Van Buren
 2MT/CTC—Van Buren to University

NRPC trains originating at Midway Station must obtain track warrants listing track bulletins in effect.

Track Warrants—Eastward trains departing Northtown for LaCrosse and westward trains departing LaCrosse for Northtown will receive one track warrant with all of the applicable track bulletins for movement between LaCrosse and Northtown from the LaCrosse/St. Croix dispatcher.

Control Point Not Shown as Station
 GN Jct.—MP 6.7—MT 1

4. General Code of Operating Rules Items—None

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

St. Paul Terminal Area—Enginemen on trains, transfers and switch engines shall observe City Ordinance 2853 as quoted: "It shall be unlawful to ring any bell on, or sound the whistle of, any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

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

Handling 80 Feet or Longer Cars

Between Seventh St. and Westminister St.—Trains of 5800 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 5800 tons. Exception: No restriction applies for westbound trains if a helper of 12 or fewer axles is employed.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

Between Seventh St. and St. Anthony—When trains are stopped on the descending grade, they must remain at the stop point until the train brake system is completely recharged.

8. Line Segments

Terminal Line Segments—Minneapolis

Line Segment	Yard	Limits
467	Northtown Yard	Mississippi St.—University Ave.
530	Grove Yard	Northtown Jct.—27th Ave. NE
531	Minneapolis Jct.	University Ave.—Main St. NE—14th Ave. NE
533	Lyndale Yard	3rd Ave. S—1st St. N—Highway 100
534	Union Yard	14 Ave. SE—Raymond Ave.
535	East Minneapolis	University Ave.—Talmage Ave.

Terminal Line Segments—St. Paul

Line Segment	Yard	Limits
540	Midway Yard	Raymond Ave.—Lexington Ave.
542	Dale St. Shop	Lexington Ave.—Como Ave.
546	Daytons Bluff Yard	Oakland Tower—Mississippi St.
547	Stillwater (MN) Yd.	Stillwater

Road Line Segments

Line Segment	Limits	Mileposts
218	E. Minneapolis - M&D Jct.	0.0 to 12.8
214	M&D Jct. to Hugo	9.8 to 16.0
22	Seventh St. to St. Anthony	
216	St. Anthony to East 35th Ave.	

9. **Locations Not Shown as Stations**—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Monticello Subdivision BRANCH LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑	
				Rule 4.3	Rule 6.28					
		03004	0.0	LYNDALE JCT.	J	TWC	202	1.7		
		09001	1.7	M W JCT.	J				3.4	
		09005	5.1	ROBBINSDALE					6.5	
4,730	09011	11.6	OSSEO						9.0	
	09020	20.6	ROGERS						6.3	
	09027	26.9	ALBERTVILLE						8.6	
	09035	35.5	MONTICELLO			Rule 6.28	35.5			

Radio Channel No. 15—Authority Channel West Hump Disp.

Train Dispatcher Phone Number

8-234-6401

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Lyndale Jct. to Albertville	25 MPH.
Albertville to Monticello	10 MPH.

1(B). Speed—Permanent Restrictions

MP 5.0 to MP 5.2	10 MPH.
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1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Between absolute signals of interlocking located 0.9 miles west of Lyndale Jct.	12 MPH.
Between absolute signals of interlocking located 1.3 miles west of Robbinsdale	10 MPH.
On Georgia Pacific Spur between MP 10.0 and MP 11.0 between Robbinsdale and Osseo	5 MPH.
Cars over 134 tons: Bridge 14.3, Osseo	10 MPH.
Bridge 23.3, Rogers	10 MPH.

Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Lyndale Jct. to Monticello 143 tons, Restriction D
Six-axle locomotives are not permitted.

3. Type of Operation

TWC—in effect:
MP 0.0, Lyndale Jct., to MP 26.9, Albertville

Rule 6.28—in effect:
MP 26.9, Albertville, to MP 35.5, Monticello

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

4. General Code of Operating Rules Items

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Automatic Interlockings Not Indicated at Station
CP crossing 1.3 miles west of Robbinsdale (Crystal)

Railroad crossing at grade protected by stop sign or gate—CP crossing 0.9 miles west of Lyndale Jct. All trains must approach this crossing prepared to stop short of conflicting movements.

Between Osseo and Monticello—Between MP 12.0 and MP 27.0, when approaching crossings protected by gates or signals, it must be known by crews of trains and/or engines that signals are activated before proceeding over the crossing. Flashing amber lights at these locations indicate that signals or gates are activated.

Osseo—Barton Lead Track—Flag protection must be provided while switching over the 89th Avenue crossing.

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

Exempt Crossings—All grade crossings west of the Hwy. 19 crossing at Albertville are exempt crossings. All movements over these crossings must provide protection against all vehicular traffic.

8. Line Segments

Road Line Segments

Line Segment Limits

202 Lyndale Jct. to Monticello

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
09009 Bell Cold Storage	2.5 east of Osseo	11	East
09011 Navarre	2.7 east of Osseo	5	West
09013 North Star Concrete Co. Spur	0.9 west of Osseo	14	West
09018 Hennepin Coop Feed Exchange Spur	2.0 east of Rogers	6	East
09020 Ultra Pack	0.8 west of Rogers	2	East
09021 K&K Mfg Co. Spur	0.1 west of Rogers	7	West
09022 Rogers Hdwe. & Lbr. Co.	0.3 west of Rogers	7	East
09038 Northern States Power Co. Spur	3.0 west of Monticello	20	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Noyes Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Rule 6.28				
			0.0	NORTH CROOKSTON JCT.	JTR			12.7	
		09301	12.7	EUCLID				8.2	
		09309	20.9	ANGUS				8.4	
		09317	29.3	WARREN	A			9.8	
		09327	39.1	ARGYLE				8.4	
		09335	47.5	STEPHEN		TWC	245	8.6	
		09344	56.1	DONALDSON				4.8	
		09349	60.9	KENNEDY				9.2	
		09358	70.1	HALLOCK				12.2	
		09370	82.3	HUMBOLDT				8.2	
		09378	90.5	NOYES	BJ	Rule 6.28		90.5	

Radio Channel No. 85 in service.

Radio Call-In		
North Crookston - 75(X)	Warren - 76(X)	Hallock - 78(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

8-234-6409, 1-800-382-7785

1. Speed Regulations

1(A). Speed—Maximum

Freight

North Crookston Jct. to Noyes 35 MPH.

1(B). Speed—Permanent Restrictions

MP 28.7 to MP 29.7 (HER) 25 MPH.
 MP 38.7 to MP 39.6 (HER) 25 MPH.
 MP 47.1 to MP 48.2 (HER) 25 MPH.
 MP 88.5 to MP 90.5 10 MPH.
 North Crookston Jct., east and west leg of wye track 10 MPH.
 MP 9.9 to MP 15.7 25 MPH.
 MP 55.7 to MP 73.5 25 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Bridge MP 63.1 (North of Emerson Station) 10 MPH.
 Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

North Crookston Jct. to Noyes 143 tons, Restriction C

3. Type of Operation

TWC—in effect:

MP 0.0, North Crookston, to MP 88.5, Noyes

4. General Code of Operating Rules Items

Rule 6.28—in effect:

MP 88.5 to MP 90.5

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

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

Eastward and westward trains—MP 80.0 to MP 79.0

Flash Flood Warnings—The following locations are identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 29.0 to MP 30.0

MP 89.6 to MP 90.5

8. Line Segments

Yard Line Segments

Line Segment Limits

227 Portage—Midland Jct.—Winnipeg

Road Line Segments

Line Segment Limits

245 North Crookston Jct. to Noyes

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
09289 Agricultural Exp. Spur	0.2 west of North Crookston Jct.	15	East
09316 Fertilizer Spur	0.5 east of Warren	7	East
Industrial Site Spur	1.1 east of Stephen	15	East
09350 S.P. Lopoma Potato Warehouse Spur	0.7 west of Kennedy	52	East
Agsgo Dist. Inc.	0.8 east of Hallock	7	East
09357 George Weleski Spur	0.7 east of Hallock	7	East
09364 Hill Siding	7.0 west of Hallock	16	East
09376 St. Vincent	1.8 east of Noyes	13	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	P Line Subdivision BRANCH LINE STATIONS			Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.	Line Segment		
		00676	0.0	MOORHEAD	J		8.6	
		56008	8.0	KRAGNES		Rule 6.28 247	6.8	
		56015	14.8	GEORGETOWN			6.6	
		56022	21.0	PERLEY			22.0	

Radio Channel No. 85 in service.

Radio Call-In	
Halstad - 74(X)	M.N. Jct. - 75(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Phone Numbers

8-234-6409, 1-800-382-7785

1. Speed Regulations

1(A). Speed—Maximum

Moorhead to MP 21.0 **Freight** 10 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Moorhead to Perley 134 tons, Restriction G
Six-axle locomotives and six-axle derricks not permitted.

3. Type of Operation—None

4. General Code of Operating Rules Items

Rule 6.28—in effect:
Moorhead and MP 21.0

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Moorhead Jct. to MP 3.6 East of Kragnes

- A. Defined Terminal—Shall be all yard tracks and main tracks between:
 - KO Sub. Main 2 from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.
Main 1 from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.
 - Hillsboro Sub. From MP 27.9 west of Dakota Jct. to MP 24.2 at Fargo Yard Office on Dakota Main.
 - Prosper Sub. From MP 41.3 east of South Moorhead to MP 3.9, JY Jct. Also includes the JY connecting track and the Dakota connecting track.
 - P Line Sub. From Moorhead to MP 3.6 east of Kragnes.

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

B. Train Inspection

Dilworth/Fargo—A roll-by inspection is required of departing trains at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

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

P Line Subdivision—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

8. Line Segments

Road Line Segments

Line Segment Limits

247 Moorhead to Perley

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
56002 Bingham	1.8 west of Moorhead	200	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Prosper Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
			41.3	SOUTH MOORHEAD	Y		288	1.5	
			21.4X	OTV JCT.	MJY			0.2	
		00675	21.6X	MOORHEAD JCT.	MJXY		220	1.8	
		00678	23.4X	FARGO PSGR. STATION	Y	ABS		0.1	
		00679	0.9 24.2X	FARGO YARD OFFICE	MJTX		34	3.8	
			3.9	JY JCT.	MJY			7.5	
		56111	12.4	PROSPER				10.4	
		00707	22.8	VANCE	JT			6.1	
3,546		00713	28.9	MASON			TWC	3.1	
		00716	32.0	ERIE JCT.	J			8.9	
		00724	40.8	WARWICK JCT.	J			0.2	
		00724	41.0	NOLAN	J	CTC		43.6	

Radio Channel No. 70 in service.

Radio Call-In
Nolan - 23(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3

Train Dispatcher Phone Number
8-234-6406

1. Speed Regulations

1(A). Speed—Maximum

	Freight
South Moorhead to Nolan	49 MPH.

1(B). Speed—Permanent Restrictions

MP 41.1 to MP 42.3	40 MPH.
MP 42.3 to MP 3.9, JY Jct.	25 MPH.
MP 3.9, JY Jct., to MP 23.0, Vance	40 MPH.
MP 3.9 to West Fargo (JY Jct.)	10 MPH.
Vance and Amenia	10 MPH.

1(C). Speed—Switches and Turnouts

Nolan, through No. 20 turnout located at MP 40.9	35 MPH.
MP 3.9 turnout JY Jct.	25 MPH.
MP 0.9 turnout Fargo Yard Office	25 MPH.

1(D). Speed—Other

Mason, siding	10 MPH.
Item 1(A) of the System Special Instructions applies between MP 4.5, JY Jct., to MP 22.8, Vance.	

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

South Moorhead to Nolan	143 tons, Restriction A
Amenia to Vance	143 tons, Restriction D

3. Type of Operation

TWC—in effect:

Between MP 3.9, JY Jct., and MP 40.9, Nolan.

OCS—in effect:

South Moorhead and JY Jct. Trains and engines may enter or occupy the main track on a controlled signal indication after receiving verbal permission to enter yard limits from the Dilworth dispatcher. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from the Dilworth dispatcher.

Yard Limits—in effect:

MP 41.3, South Moorhead, to MP 3.9, JY Jct.

4. General Code of Operating Rules Items

Rule 6.28—in effect:

From Dakota Jct. to the Prosper Sub. switch on Coal Connecting Track, the maximum speed is 10 MPH. Between Vance and Amenia.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
MP 32.0—Recall Code 238

6. FRA Excepted Track—None

7. Special Conditions

Dilworth Terminal

- A. Defined Terminal—All yard tracks and main tracks between:
 - KO Sub Main 2 from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.
 - Main 1 from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.

Hillsboro Sub From MP 28.0 west of Dakota Jct. to MP 24.2 at Fargo Yard Office on Dakota Main.

Prosper Sub From MP 41.3 east of South Moorhead to MP 3.9, JY Jct. Also includes JY Jct. connecting track and Dakota Jct. connecting track.

P Line Sub From Moorhead to MP 3.6 east of Kragnes.

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

B. Occupancy Control System

In the Dilworth/Fargo Terminal, Occupancy Control System (OCS) is in effect between:

East Dilworth (MP 250.3) and West Fargo (MP 13.0) on the KO Subdivision, South Moorhead (MP 41.3) and JY Jct. (MP 3.9) on the Prosper Subdivision, and JY Jct. (MP 3.9) and West Fargo on the Prosper Subdivision. OCS is in effect between Fargo Yard Office (MP 24.2) and Dakota Jct. (MP 25.9) on the Hillsboro Subdivision.

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

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Middle Dilworth—MP 2.3
- Eastbound Yard Lead (MP 5.2 on Main 2, KO Sub.)
- Moorhead Jct.
- West Fargo
- South Moorhead
- Fargo Yard Office

- Dakota Jct.
- JY Jct.
- OTV Jct.
- Middle Dilworth

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

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

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

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

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

C. Radio

The following channels are in service:
 Dilworth Yard Channel No. 20
 KO Sub. Road Channel No. 70

When working, approaching or traveling on main tracks, all employees will utilize Road Channel No. 70.

All other movements or work on other than main track will utilize Yard Channel No. 20.

D. Train Inspection

Dilworth/Fargo—A roll-by inspection is required of departing trains at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

E. Connecting Tracks

Between West Fargo (MP 12.8) on the KO Subdivision and JY Jct. (MP 3.9) on the Prosper Subdivision, JY Jct. connecting is considered signaled main track in yard limits. Maximum speed is 25 MPH.

Speed Test Boards—Engineers shall test the speed of their trains when passing the following locations:
 Westward trains, between MP 10.7 and MP 11.7, between JY Jct. and Nolan.

Cold Weather Speed Restrictions

When the temperature is -20 degrees F or colder, the following speed restrictions apply:
 Trains over 100 TOB 40 MPH.
 Protect open switch in effect on this subdivision.

Amenia Industrial—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

8. Line Segments

Road Line Segments

Line Segment Limits

- 23 Amenia—Vance
- 288 South Moorhead to Moorhead Jct.
- 220 Moorhead Jct. to Fargo Passenger Station
- 34 Fargo Passenger Station to Nolan

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
00705 Amenia Spur	2.1 east of Vance	106	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Rolla Subdivision BRANCH LINE STATIONS		Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.			
		05402	0.0	CHURCHES FERRY	JRT	267	15.4	
		58015	15.3	CANDO			12.5	
		58028	28.0	BISBEE	U		7.3	
		58035	35.0	PERTH			12.2	
		58047	47.3	ROLLA	Rule 6.28		47.4	

Radio Channel No. 66 in service.

Radio Call-In	
Churches Ferry - 10(X)	
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Phone Numbers

8-234-6421, 1-800-382-7809

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Westhope Subdivision BRANCH LINE STATIONS		Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.			
		05441	0.0	RUGBY	JT	269	12.8	
		58213	12.5	BARTON			8.4	
		58221	21.0	WILLOW CITY	U		16.9	
		58238	37.9	BOTINEAU			13.0	
		58251	50.9	SOURIS			16.1	
		58267	67.0	WESTHOPE	Rule 6.28	67.2		

Radio Channel No. 66 in service.

Radio Call-In	
Rugby - 09(X)	Botineau - 13(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Phone Numbers

8-234-6421, 1-800-382-7809

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Granville Subdivision BRANCH LINE STATIONS		Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.			
		05481	0.0	GRANVILLE	JT	271	13.0	
		58413	12.9	DEERING			11.5	
		58424	24.3	GLENBURN			10.8	
		58435	35.1	LANSFORD	U		11.1	
		58446	46.2	MOHALL	Rule 6.28		46.4	

Radio Channel No. 66 in service.

Radio Call-In	
Granville - 07(X)	
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Phone Numbers

8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Rolla Subdivision	
Churches Ferry to Perth	25 MPH.
Perth to Rolla	10 MPH.
Westhope Subdivision	
Rugby to Botineau	30 MPH.
MP 37.7 to MP 39.0	10 MPH.
MP 39.0 to Westhope	25 MPH.
Granville Subdivision	
Granville to Mohall	10 MPH.

1(B). Speed—Permanent Restrictions

MP 28.4, NRRR Diamond - Westhope Subdivision	10 MPH.
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1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Item 1(A) of the System Special Instructions applies on these subdivisions.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Six-axle locomotives and six-axle derricks are not permitted.

Rolla Sub.

Churches Ferry to Perth	143 tons, Restriction D
Perth to Rolla	134 tons, Restriction G

Westhope Sub.

Rugby to Botineau	143 tons, Restriction D
Botineau to Westhope	134 tons, Restriction G

Granville Sub.

Granville to MP 48.0	134 tons, Restriction G
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3. Type of Operation

TWC—in effect:

Rolla Sub.—MP 1.0 to MP 46.4
Westhope Sub.—MP 1.0 to MP 66.8
Granville Sub.—MP 1.0 to MP 45.4

4. General Code of Operating Rules Items

Rule 6.28—in effect:

MP 0.0 to MP 1.0 (both legs of wye) and MP 46.4 to MP 47.3
Rolla Subdivision.
MP 0.0 to MP 1.0 (both legs of wye) and MP 66.8 to MP 67.7
Westhope Subdivision.
MP 0.0 to MP 1.0 (both legs of wye) and MP 45.4 to MP 48.0
Granville Subdivision.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

Between Granville and Mohall—FRA excepted track—see GCOR Rule 6.12.

7. Special Conditions

Churches Ferry, Rugby and Granville—The normal position of the north wye switch is for the west leg of wye.

Railroad Crossings Not Indicated at Station

NRRR Crossing Bisbee (Rolla Subdiv.)
NRRR Crossing 7.4 miles west of Willow City (Westhope Subdiv.)

Granville Subdivision—Do not handle more than 33 loads at any one time between Granville and MP 44. Do not operate any trains between the hours of 1200 and 2000 on account of heat restrictions associated with tight rail conditions between Granville and MP 44.

Granville Subdivision—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 75 degrees F.

Westhope Subdivision—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

Rolla Subdivision—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

8. Line Segments

Road Line Segments

Line Segment Limits

- 267 Churches Ferry to Rolla
- 269 Rugby to Westhope
- 271 Granville to Mohall

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
58007 Maza	7.1 west of Churches Ferry	28	Both
58262 Landa	West of Souns	40	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sarles Subdivision BRANCH LINE STATIONS			Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Rule 6.28	T				
		05359	0.0	LAKOTA	JT			12.0		
		55812	12.0	BROCKET				6.3		
		55818	18.3	LAWTON				8.7		
		55827	27.0	EDMORE				12.7		
		55840	39.7	HAMPDEN		TWC	279	12.4		
		55852	52.1	MUNICH				7.4		
		55860	59.5	CLYDE				6.0		
		55866	65.5	CALVIN				6.9		
		55872	72.4	SARLES	T	Rule 6.28		72.4		

Radio Channel No. 66 in service.

Radio Call-In	
Lakota - 18(X)	Hampden - 32(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Phone Numbers

8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

Lakota to Sarles **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.4 10 MPH.
 MP 58.0 to MP 66.0 10 MPH.
 MP 57.8 to MP 73.0 10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Lakota to Sarles 134 tons, Restriction G

Six-axle locomotives and six-axle derricks heavier than 175 tons are not permitted between MP 0.0 to MP 2.5 and on wye at Lakota.

3. Type of Operation

TWC—in effect:

MP 1.0, Lakota, to MP 71.9, Sarles

4. General Code of Operating Rules Items

Rule 6.28—in effect:

Between MP 0.0 and MP 1.0

Between MP 71.9 and MP 72.9, Sarles

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Sarles Subdivision—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

Railroad Crossings Not Indicated at Station

NPRR crossing 3.7 miles east of Brocket

NPRR crossing 3.8 miles east of Munich

Flash Flood Warnings—The following locations are identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 27.0 to MP 32.0

MP 69.0 to MP 71.0

8. Line Segments

Road Line Segments

Line Segments Limits

279..... Lakota to Sarles

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Staples Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		00441	13.9	NORTHTOWN	BTY				1.8	
		00442	15.5	INTERSTATE	X(2)Y		2MT CTC		5.7	
		00448	21.1	COON CREEK	JX(2)				5.7	
		00453	26.8	ANOKA	X		DT TWC ABS		11.8	
		00465	38.6	ELK RIVER	X				8.4	
		00475	47.0	BIG LAKE					10.5	
		00482	57.5	BECKER			CTC		5.2	
		00490	62.7	CLEAR LAKE					3.3	
			66.0	MP 66	X(2)		2MT CTC		7.9	
		00502	73.9	ST. CLOUD	JTX(2)				4.4	
		00506	78.4	SARTELL	X		DT TWC ABS		9.9	
		00516	88.7	RICE	X				14.7	
		00531	103.3	GREGORY					2.8	
10,725	00533	106.0	LITTLE FALLS	T					4.4	
11,618	00538	110.8	DARLING				CTC		5.8	
11,813	00544	116.6	RANDALL						11.0	
11,878	00555	127.8	LINCOLN						6.2	
	00561	134.0	PHILBROOK						6.3	
	00567	140.0 148.0	STAPLES	BJTX(2)					2.1	
		150.1	WEST STAPLES	X(2)			2MT CTC		8.9	
	00578	159.0	VERNDALE						6.7	
	00585	165.6	WADENA	X(2)					12.9	
	00598	178.5	NEW YORK MILLS	X			DT TWC ABS		10.8	
	00608	189.3	PERHAM	X					20.8	
	00629	210.1	DETROIT LAKES	AX					3.4	
	00632	213.6	RICHARDS SPUR	X(2)					3.6	
	00636	217.2	AUDUBON						5.6	
	00642	222.0	LAKE PARK	X					7.8	
	00650	230.6	MANITOBA JCT.	JTX			2MT CTC		3.8	
	00653	234.4	HAWLEY	X(2)					14.5	
	00668	248.8	GLYNDON	JX					1.4	
	00670	250.3	EAST DILWORTH	XY					228.1	

Radio Channel No. 87 in service Staples to East Dilworth.

Radio Channel No. 85 in service Coon Creek to Staples.

Radio Channel No. 70 in service St. Cloud.

Radio Call-In		
Elk River - 26(X)	St. Cloud - 27(X)	Staples - 28(X)
Perham - 29(X)	Hawley - 30(X)	Fargo - 52(X) Ch.70
Dilworth Yd. - 31(X) Ch. 20	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

Staples West— 0800-1600 Mon. through Fri.—8-234-6422

Staples East and all other times—8-234-6402

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Northtown to East Dilworth	79 MPH.	60 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.

1(B). Speed—Permanent Restrictions

MP 13.9 to MP 15.5, Main 1	45 MPH.	45 MPH.
MP 13.9 to MP 15.5, Main 2	35 MPH.	35 MPH.
MP 21.1 to MP 28.2	75 MPH.	
MP 28.2 to MP 37.3	79 MPH.	
MP 37.3 to MP 128.4	75 MPH.	
MP 128.4 to MP 139.7	79 MPH.	
MP 139.7 to MP 228.1	75 MPH.	
MP 228.1 to MP 229.7	70 MPH.	
MP 229.7 to MP 236.1	75 MPH.	
MP 236.1 to MP 248.1	79 MPH.	
MP 248.1 to MP 250.3	75 MPH.	
At MP 250.3	75 MPH.	
MP 46.9 to MP 47.1	40 MPH.	40 MPH.
MP 57.3 to MP 57.5	40 MPH.	40 MPH.
MP 73.0 to MP 73.5	60 MPH.	
MP 73.5 to MP 78.5	70 MPH.	60 MPH.
Becker—From NSP main line switch to dumper building and from dumper building to main line switch	12 MPH.	12 MPH.
MP 105.3 to MP 106.3	30 MPH.	30 MPH.
MP 106.3 to MP 107.0	50 MPH.	50 MPH.
MP 148.1 to MP 139.7, Main 2	25 MPH.	25 MPH.
MP 139.7 to MP 148.1, Main 1	25 MPH.	25 MPH.
MP 187.4 to MP 187.2, Main 2	55 MPH.	55 MPH.
MP 201.1 to MP 199.5, Main 2	55 MPH.	55 MPH.
MP 208.4 to MP 208.0, Main 2	55 MPH.	55 MPH.
MP 224.4 to MP 221.6, Main 2	50 MPH.	50 MPH.
MP 228.1 to MP 229.7, Main 1	70 MPH.	
MP 229.7 to MP 228.1, Main 2	60 MPH.	
MP 234.5 to MP 234.0, Main 2	60 MPH.	
MP 187.2 to MP 187.4, Main 1	60 MPH.	
MP 199.5 to MP 201.1, Main 1	60 MPH.	
MP 208.0 to MP 208.4, Main 1	60 MPH.	
MP 221.6 to MP 224.4, Main 1	60 MPH.	
Detroit Lakes over Lake Street and Washington Avenue crossings	50 MPH.	50 MPH.
Detroit Lakes over CP crossing at MP 210.9	40 MPH.	40 MPH.
Detroit Lakes—trains over 100 TOB over CP crossing at MP 210.9	30 MPH.	
Detroit Lakes on CP transfer	5 MPH.	
Richards Spur Industry Track, MP 213.6	10 MPH.	

1(C). Speed—Switches and Turnouts

MP 21.0, Coon Creek through both crossovers	35 MPH.
MP 15.5, crossover (East Interstate)	12 MPH.
MP 15.8, crossover (Middle Interstate)	35 MPH.
MP 16.0, crossover (West Interstate)	35 MPH.
Through No. 20 turnouts at the following locations:	35 MPH.
Becker—main track switch to NSP Spur	
MP 66—both crossovers	
St. Cloud—west crossover MP 73.8	
Gregory—End Double Track	
Philbrook—End Two Main Track CTC	
West Staples—both crossovers	
Wadena—both crossovers	
Richards Spur—both crossovers	
Hawley—both crossovers	
No. 20 turnout at MP 250.2	
Little Falls siding	10 MPH.
On controlled sidings and turnouts at Darling, Randall and Lincoln	25 MPH.

1(D). Speed—Other

Head end speed restrictions for eastward freight trains:	Up to 100 TOB	Over 100 TOB
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 at east end Little Falls	40 MPH.	30 MPH.
Signal 120.4 between Lincoln and Randall	55 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.	
Item 1(A), all subdivisions, applies between Little Falls and Philbrook on CTC sidings at Little Falls, Darling, Randall and Lincoln.		

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

- Northtown to East Dilworth 143 tons, Restriction A
- St. Cloud to Collegeville 143 tons, Restriction D
- St. Cloud to Cold Springs 143 tons, Restriction D
- Manitoba Jct. to Ulen 134 tons, Restriction G
- Glyndon to Felton 134 tons, Restriction G
- Little Falls to Camp Ripley 131.5 tons, Restriction H

Six-axle locomotives are not permitted on the following tracks:

- Anoka—all spur tracks
- Big Lake—all spur tracks
- Clear Lake—all spur tracks
- Rice—all spur tracks

Six-axle locomotives in excess of 147 tons are not permitted on the following tracks:

- St. Cloud:
 - on Track 9
 - on wye track adjacent south of Yard Office
 - west of MP 3 (Cold Spring Line)
 - on St. Joe Line
- Little Falls to Camp Ripley Jct. (Also, six-axle derricks are not permitted.)
- Belle Prairie—storage track
- Camp Ripley—storage track including the wye
- Royalton—all spur tracks
- Little Falls—all spur tracks
- Verndale—south spur
- Wadena—north track, house track, oil spur and Cenex spur
- New York Mills—south elevator track
- Perham—Perco track, west industry lead (old westward siding)
- Detroit Lakes—3065, 3060, 3061 and 3063 tracks, city spur
- Richards Spur—spur track
- Lake Park—runaround track and elevator tracks
- Manitoba Jct.—wye tracks
- Hawley—elevator track and house track
- Glyndon—elevator track, Nachurs spur and Fertilizer spur

Little Falls—Loaded unit trains are not permitted on controlled siding.

3. Type of Operation

CTC—in effect:

- MP 13.9 to MP 21.1
- MP 47.0 to MP 73.9
- MP 103.3 to MP 165.4
- MP 213.6 to MP 250.3

TWC—in effect:

- MP 21.1 to MP 47.0
- MP 73.9 to MP 103.3
- MP 165.4 to MP 213.6

At Coon Creek

Westward Staples Subdivision trains originating at Northtown will receive track bulletins and track warrants at the Northtown crew office.

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

Yard Limits—in effect:

- Northtown, MP 13.9 to MP 16.3
- East Dilworth, MP 250.3

Control Points Not Shown as Stations

- CP 149 (MP 14.9 MT 1)
- CP 163 (MP 16.3 MT 1)

4. General Code of Operating Rules Items

Rule 10.2—The following switches are not equipped with electric locks:

- | | | |
|-----------------|-------------------|------------------|
| MP 20.3, Main 1 | MP 58.3, Main 2 | MP 248.7, Main 2 |
| MP 20.7, Main 1 | MP 62.7, Main 2 | |
| MP 46.9, Main 1 | MP 62.8, Main 1 | |
| MP 47.3 | MP 158.74, Main 2 | |

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 34.7—Recall Code 267
 - MP 60.4—Recall Code 268
 - MP 75.5—Recall Code 276
 - MP 90.7—Recall Code 277
 - MP 108.5—Recall Code 278
 - MP 122.8—Recall Code 247
 - MP 151.6—Recall Code 248
 - MP 174.1—Recall Code 297
 - MP 203.1—Recall Code 298
 - MP 221.2—Recall Code 307
 - MP 240.5—Recall Code 308

6. FRA Exempted Track

- Little Falls to Camp Ripley Jct.
- St. Cloud to Cold Springs

7. Special Conditions

Dimensional Shipment—Conductors handling dimensional or special shipments in trains departing Northtown will advise the 43rd Ave. clerk of such cars and their placement in train. The 43rd Ave. clerk will in turn notify the train dispatcher. Notification of the 43rd Ave. clerk by the conductor will serve to fulfill the requirements of Rule 6.27 that refer to the notification of the train dispatcher.

Speed Test Boards—Engineers shall test the speed of their trains as compared with the speed table when passing the following points:

- 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

Sartell—Trains over 100 TOB will not use house track or storage track.

St. Cloud—St. Cloud to Cold Spring and St. Cloud to Collegeville is industrial trackage; Rule 6.28 applies. Maximum speed is 10 MPH.

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

Westward trains arriving at Staples will take the train to the west end of the yard for a crew change.

Little Falls—Engineers of eastward trains making a pickup or a set-out will stop their trains a sufficient distance from the roadway crossing to insure that the crossing will not be blocked when cars are added to the train.

Trains being met or passed at Little Falls will stay clear of the Broadway crossing, stopping if necessary, until all vehicular traffic held by the preceding 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 industrial trackage. Rule 6.28 applies. Maximum speed is 10 MPH.

Staples Yard Tracks—Conductors on trains with dimensional shipments must notify the dispatcher before entering any yard track. The train must not be operated on any track with cars on adjacent tracks.

Wadena—When using industry track serving Mason Brothers, a crew member must be on the ground at the crossing to warn traffic at County Road 4 and State Highway 10 crossings.

Manitoba Jct. to Ulen—Industrial trackage; Rule 6.28 applies. Maximum speed is 10 MPH.

Ulen Industrial—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 75 degrees F.

Glyndon—Trains moving from the Staples Subdivision must stop within 50 feet of the State Highway 10 crossing north of Glyndon to activate highway protection.

Glyndon to Felton—Industrial trackage; Rule 6.28 applies. Maximum speed is 10 MPH.

Felton Industrial—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 75 degrees F.

Between Glyndon and East Dilworth—Prior to arrival at MP 250.3 between Glyndon and Dilworth, all trains will switch radio to Channel 70 for movement instructions from the Dilworth yardmaster and Dilworth Terminal dispatcher.

Eastward trains leaving Dilworth will return to Channel 87 east of MP 250.3.

Becker—The loop track switch is a spring switch with a facing point lock. The normal position of the switch is for entering the loop track. There is an indicator for movements that indicates lunar when the switch is properly lined for movement on tangent track and red when the switch is not properly lined for movement on tangent track.

The 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.

Roll-by Inspections—Roll-by inspections are required of train crews at initial terminals. A roll-by of one side is always required. If delay to the train will not result, both sides should be inspected.

Sartell—Eastward trains approaching MP 81.0 will notify train LMIN807 of their impending arrival at Sartell between 900 and 1200 daily.

Anoka—Trains delayed entering Northtown Yard must hold west of Ferry Street in Anoka. If a train is already east of Ferry Street and is being held, arrangements must be made to cut the crossings affected.

Coon Creek and Interstate—All trains must verify verbally with the West Hump dispatcher the latest Twin Cities Terminal track bulletin(s) in effect before operating between Coon Creek (MP 21.1) and Interstate (MP 15.5).

If any discrepancy exists, any restrictions that affect train movement must be issued in writing by one of the following methods:

- track bulletin
- track warrant

Cold Weather Speed Restrictions

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.

Freight trains up to 100 TOB—do not exceed 50 MPH.

(Exception: Z-9 symbol trains or single-level loaded intermodal trains may operate at maximum authorized speed.)

Passenger trains—do not exceed 65 MPH.

Flash Flood Warnings—The following locations are identified as “critical” as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

MP 222.0 to MP 224.0 (both tracks)

MP 236.0 to MP 239.0 (both tracks)

8. **Line Segments**

Yard Line Segments

Line Segment Limits

- 550 Waite Industrial Park
- 551 St. Cloud Yards
- 553 Staples

Road Line Segments

Line Segment Limits

- 203 St. Cloud—Cold Springs
- 204 St. Cloud to Collegeville
- 207 Little Falls—Camp Ripley Jct.
- 25 Northtown to East Dilworth

Ballast Pits

Line Segment Limits

- 581 St. Cloud

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
On Westward Track			
Kinas	6.5 west of Northtown	15	East
NSP Co. Spur	6.2 west of Northtown	10	West
Vincent Metals	7.1 west of Northtown	14	West
Minnesota Sawdust Spur	3.8 west of Anoka	5	East
Remmele Engineering	0.8 east of Big Lake	10	West
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
55005 Hitterdal	5.0 north of Manitoba Jct.	23	Both
55012 Ulen	11.9 north of Manitoba Jct.	47	Both
09229 Averill	6.9 north of Glyndon	30	Both
09237 Felton	16.7 north of Glyndon	31	Both
On Eastward Track			
00641 LaBelle	1.2 east of Lake Park	5	East
00632 Richards Spur	3.7 west of Detroit Lakes	100	West
NS 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.	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	1.0 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 Sour	15.1 west of St. Cloud	6	West
Cold Spring Granite Sour	15.1 west of St. Cloud	12	West
Cold Spring Granite Sour	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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	St. Croix Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		00299	300.2	NORTH LA CROSSE	BY	ABS	3	2.9	
		00301	303.1	SULLIVAN	Y	CTC		14.3	
		00315	317.4	TREMPEALEAU	X	DT ABS TWC		8.3	
10,145		00324	325.7	EAST WINONA		CTC		2.5	
		00326	328.2	WINONA JCT.				5.7	
		00332	333.9	FOUNTAIN CITY	X			9.2	
		00341	343.1	COCHRANE	X	DT ABS TWC		8.2	
		00349	351.3	ALMA	X(2)			7.4	
		00356	358.7	NELSON				3.4	
		00360	362.1	TREVINO				0.8	
		00361	362.9	MEARS		CTC		3.3	
		00364	366.2	PEPIN	X	DT ABS TWC		12.5	
		00377	378.7	MAIDEN ROCK				7.6	
		00384	386.2	BAY CITY	X(2)	CTC		4.7	
		00389	391.0	HAGER				5.3	
		00394	396.3	DIAMOND BLUFF	X	DT ABS TWC		11.3	
		00405	407.6	PRESCOTT		CTC	0.2		
		00407	407.8	BURNS			2.7		
		00409	410.5 CPRS MP Loc. 382.1	ST. CROIX	JX(2)	2MT CTC	110.3		

Radio Channel No. 39 in service.

Radio Call-In		
LaCrosse - 45(X)	Nelson - 46(X)	Bay City - 47(X)
St Croix - 49(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Numbers

LaCrosse dispatcher—2200 to 0600 daily:
 Savanna to Prescott—(817) 234-6021, Fax (817) 234-6057
 St. Croix dispatcher—0600 to 2200 Monday-Friday:
 Sullivan to Prescott—(817) 234-6018, Fax (817) 234-6065

1. Speed Regulations

1(A). Speed—Maximum

	Freight
North LaCrosse to St. Croix	60 MPH.
Against the current of traffic on double track	49 MPH.

1(B). Speed—Permanent Restrictions

MP 300.1 to MP 301.8 (HE only)	25 MPH.
MP 301.8 to MP 303.3	35 MPH.
MP 314.0 to MP 310.0, Main 2, all trains except trains consisting entirely of TOFC/COFC, auto rack or business cars	50 MPH.
MP 327.9 to MP 328.0	35 MPH.
MP 364.5 to MP 366.1	40 MPH.
MP 407.4 to MP 408.1	25 MPH.
MP 410.2 to MP 410.5	35 MPH.
MP 410.4—CP Rail main track connection switch from Main 2 to St. Croix	35 MPH.

1(C). Speed—Switches and Turnouts

MP 303.1, through crossovers	35 MPH.
East Winona, through turnouts of controlled sidings	20 MPH.
Except through turnout leaving east end of controlled siding after engine passes signal authorizing movement	35 MPH.
East and west crossover, Bay City	40 MPH.

Through turnouts at the following locations:

MP 323.6, East Winona	35 MPH.
MP 362.1, Trevino	35 MPH.
MP 362.9, Mears	35 MPH.
MP 410.2, through crossovers at East St. Croix	12 MPH.
MP 410.4, through crossover at West St. Croix	25 MPH.

1(D). Speed—Other

All loaded unit trains (except intermodal) through sidings	10 MPH.
LaCrosse running track	20 MPH.

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

**2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car**

North LaCrosse to St. Croix 143 tons, Restriction C
 Six-axle locomotives and six-axle derricks are not permitted on Old Main between South Avenue and West Avenue at LaCrosse.

3. Type of Operation

Yard Limits—in effect:
 MP 299.5 to MP 303.8, Sullivan

CTC—in effect:
 MP 302.8 to MP 303.3, Sullivan
 MP 323.6 to MP 328.2, Winona Control Points
 MP 361.9 to MP 363.1, Trevino to Mears
 MP 386.2 to MP 386.4, Bay City
 MP 407.5 to MP 410.5, Prescott to St. Croix

ABS—in effect:
 MP 300.1 to MP 302.8, North LaCrosse
 MP 303.3 to MP 323.6, Sullivan to MP 323.6
 MP 328.2 to MP 361.9, Winona Jct. to Trevino
 MP 363.1 to MP 386.2, Mears to Bay City
 MP 386.4 to MP 407.5, Bay City to Prescott

TWC—in effect:
 MP 303.3, Sullivan, to MP 323.6
 MP 328.2, Winona Jct., to MP 361.9, Trevino
 MP 363.1, Mears, to MP 386.2, Bay City
 MP 386.4, Bay City, to MP 407.5, Prescott

Two Main Tracks

MP 386.2 to MP 386.4	Bay City
MP 407.8 to MP 410.5	Burns to St. Croix

Double Track

MP 303.3 to MP 323.6	Sullivan to MP 323.6
MP 328.2 to MP 361.9	Winona Jct. to Trevino
MP 363.1 to MP 386.2	Mears to Bay City
MP 386.4 to MP 407.5	Bay City to Prescott

Track Warrants—Eastward trains departing Northtown for LaCrosse and westward trains departing LaCrosse for Northtown will receive one track warrant with all of the applicable track bulletins for movement between LaCrosse and Northtown from the LaCrosse/St. Croix dispatcher.

4. General Code of Operating Rules Items

Rule 6.32.4—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:
 When it can be avoided, cars or engines must not be left standing nearer than 330 feet to road crossing when there is an adjacent track.

Rule 10.2—Main track switches not equipped with electric locks:
 MP 410.2—Main 2—Kings Cove

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 307.2—Recall Code 458
 - MP 327.5—Recall Code 457
 - MP 345.0—Recall Code 468
 - MP 362.5—Recall Code 467
 - MP 372.7—Recall Code 468
 - MP 391.0—Recall Code 478
 - MP 405.0—Recall Code 498

6. FRA Exempted Track—None

7. Special Conditions

Speed Test Boards—Engineers shall test the speed of their trains as compared with the Speed Table when passing the following points:
 Westward trains—between MP 315.0 and MP 316.0
 Westward trains—between MP 339.0 and MP 340.0
 Eastward trains—between MP 381.0 and MP 380.0
 Eastward trains—between MP 403.0 and MP 402.0

Regarding stations with crossovers indicated in the station column:

- Diamond Bluff—facing point only
- Alma and Bay City—facing and trailing point
- All other stations—trailing point only

North LaCrosse—Permission must be obtained from the LaCrosse yardmaster or dispatcher before occupying the main or running track.

Upon arrival at LaCrosse, it is the conductor's responsibility to contact the train dispatcher in Ft. Worth, Texas, via radio to give up the authority given to his train—track warrant, track and time, etc. If the conductor cannot reach the dispatcher via radio, he must contact the dispatcher via the dispatcher console or telephone in the yard office before going off duty. If this should involve an hours of service violation, the conductor must file an FRA Hours of Service Report—BNSF Form 15623-E.

A roll-by inspection of trains departing North LaCrosse is required by the inbound crew unless otherwise instructed by a yardmaster, trainmaster or road foreman.

Alma—At Dairyland Power, all trains must contact Dairyland Power personnel on BNSF Radio Channel 39 before entering the plant. No BNSF personnel will enter the dumper without first notifying the train dumping crew.

Northtown—When it is necessary to operate with CNW power, a clipboard is available upon request that can be checked in and out from the operator at Northtown.

When handling a coal train to the Alma coal facility, the conductor must fill out a Unit Coal Train Loading/Unloading Report, Form No. 15831 12-78. This report is to be turned in with the train delay and timeslip. The forms are available at LaCrosse and Northtown.

Trains Blocking Crossings—Eastward trains that are departing LaCrosse Yard must ensure that they do not block the private crossing located at MP 300.1, in front of the yard office, until signal to proceed through the Grand Crossing interlocking is received.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:
 Freight trains 100 TOB and over—do not exceed 40 MPH.
 Freight trains up to 100 TOB—do not exceed 50 MPH.

(Exception: Z-9 symbol trains or single-level loaded intermodal trains may operate at maximum authorized speed.)

Flash Flood Warnings—The following location is identified as "critical" as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:
 MP 400.0

In the event of significant rain (5+ inches), the entire territory from MP 430 to MP 300 can develop high water problems from the Mississippi River; however, 1 to 3 inches localized heavy rains do not present any problem.

8. Line Segments

Yard Line Segments

Line Segment	Limits
811	North LaCrosse
826	Winona

Road Line Segments

Line Segments	Limits
3	North LaCrosse to St. Croix

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
00310 Lytle (Eastward)	6.2 east of Trempealeau	4	East
00310 Lytle (Westward)	6.2 east of Trempealeau	4	West
71502 Winona	1.5 from East Winona	Yard	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	St. Paul Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		00409	410.5 CPRS 392.1	ST. CROIX	JX	2MT CTC	3	11.9	
		00420	422.2 CPRS 402.5 (2)	NEWPORT	X(2)			0.6	
			CPRS 403.1 (2)	RED ROCK				2.0	
			CPRS 405.1 (2)	DUNN				1.6	
		00424	426.7 CPRS 406.5 (2)	OAKLAND	JX(2)			0.8	
			CPRS 407.4 (2)	ST. PAUL YARD				0.5	
		00426	428.3	DAYTONS BLUFF				0.9	
			429.1 CPRS 408.9	HOFFMAN AVE.	JX(2)Y			0.6	
			429.7	DIVISION STREET	JXY			0.6	
		00429	430.0 0.0	SEVENTH ST.	JXY			1.5	
		51202	1.3	MISSISSIPPI ST.	X(2)Y			0.6	
		51204	2.3	SOO LINE JCT.	JY			4.4	
		51209	6.7	UNION JCT.	XY			1.2	
		51210	7.9	PARK JCT.	MJX(2)Y			1.9	
		51211	9.8	EAST MINNEAPOLIS	JTY			2.1	
			11.7	UNIVERSITY	JX(2)Y			0.8	
		00439	12.5	35TH AVE.	XY			1.3	
			13.8	44TH	Y	0.1			
		00441	13.9	NORTHTOWN	BTY	33.4			

Radio Channel No. 70 in service.

Radio Channel No. 76 Authority Channel.

Radio Call-In		
Elk River - 26(X)	St. Cloud - 27(X)	Staples - 28(X)
Perham - 29(X)	Hawley - 30(X)	Fargo - 52(X) Ch.70
Dilworth Yd. - 31(X) Ch. 20	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Phone Number
8-234-6417

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
St Croix to Northtown	70 MPH.	50 MPH.
St. Croix to Northtown trains exceeding 100 TOB		35 MPH.
Following speed restrictions are in effect on Soo/CP tracks, Main 1, St. Croix to Newport, and Main 2, Newport to Hoffman	70 MPH.	50 MPH.

1(B). Speed—Permanent Restrictions

Following speed restrictions are in effect on
BNSF main tracks:

Main 1—Division Street to Newport		
Main 2—Newport to St. Croix		
CPRS MP 392.1 to CPRS MP 396.0, Main 1	50 MPH.	35 MPH.
MP 410.2 to MP 410.5	35 MPH.	35 MPH.
MP 410.5 to MP 418.2	45 MPH.	40 MPH.
MP 428.8 to MP 429.7	30 MPH.	25 MPH.
MP 429.7 to MP 4.6		30 MPH.
MP 4.6 to MP 7.8		45 MPH.
MP 7.8 to MP 7.9 over Park Jct. crossing diamond		25 MPH.
MP 7.9 to MP 13.9		45 MPH.

1(C). Speed—Switches and Turnouts

MP 410.2, through crossovers at East St. Croix ...	12 MPH.	12 MPH.
MP 410.4, through crossover at West St. Croix ...	25 MPH.	25 MPH.
CP Main track connection switch from Main 2 to St. Croix	25 MPH.	25 MPH.
MP 422.2, Newport through east crossover	25 MPH.	25 MPH.
through west crossover	25 MPH.	25 MPH.
Oakland, MP 426.7, east and west crossovers ...	25 MPH.	25 MPH.
MP 1.3, Mississippi St., through crossovers		30 MPH.
All turnouts located between East and West University	12 MPH.	12 MPH.
except the 05, 07 crossovers	25 MPH.	25 MPH.
MP 426.7 through crossover between two main tracks	25 MPH.	25 MPH.
All turnouts located between East and West 35th Ave.	12 MPH.	12 MPH.
except the 04 turnout	25 MPH.	25 MPH.
Turnout at 44th (MP 13.8)	35 MPH.	35 MPH.
Park Jct., MP 7.9, east and west crossovers	25 MPH.	25 MPH.

1(D). Speed—Other

Bridges 7.9 and 9.1 on M&D Jct. line,
cars heavier than 131.5 tons 10 MPH.

Head end speed restrictions for eastward freight trains:	Up to 100 tons/OB	Over 100 tons/OB
Eastward absolute signal both main tracks at Mississippi St.		25 MPH.
Passing eastward absolute signal on Main 1 at MP 429.8, Division Street		25 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

St. Croix to Northtown 143 tons, Restriction A

3. Type of Operation

CTC—in effect:
MP 410.5 to MP 13.9

Two Main Track
MP 410.5 to MP 12.5
MP 13.8 to MP 13.9

TWC Instructions

Eastward CP trains will obtain BNSF track warrant at St. Paul Yard.

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

Yard Limits—in effect:

MT 1 MP 429.1, East Hoffman, to Northtown, MP 13.9
MT 2 CPRS MP 408.9, East Hoffman, to Northtown, MP 13.9

All train, engine and MW movements on main tracks will be authorized by the West Hump or East Hump train dispatcher.

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

Two main tracks of the CP and BNSF Railroad between St. Croix and Division St. are joint tracks. The Two Main Track CTC is controlled by the East Hump dispatcher, and all authority and CTC instructions are issued by and over the signature of the East Hump dispatcher.

Track Warrants—Eastward trains departing Northtown for LaCrosse and westward trains departing LaCrosse for Northtown will receive one track warrant with all of the applicable track bulletins for movement between LaCrosse and Northtown from the LaCrosse/St. Croix Dispatcher.

4. General Code of Operating Rules Items

Prescott, MP 404.40, to Mississippi St.—Movements are authorized by East Hump dispatcher.

Mississippi St. to Northtown—Movements are authorized by West Hump dispatcher Ft. Worth.

Rule 10.2—The following switches are not equipped with electric locks:

- MP 415.68—Curry Switch
- MP 6.2—Main Track 1

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 424.4—MT 1 only—Recall Code 208

6. FRA Excepted Track—None

7. Special Conditions

Speed Test Boards—Engineers shall test the speed of their trains as compared with the Speed Table when passing the following points:

Eastward trains—between MP 403.0 and MP 402.0 on Main 1

Derailed Car Indicators—When a derailed car indicator displays a steady white light, the train must be stopped immediately and inspected. Protection as required by Rule 6.23 must be provided against movements on adjacent tracks until it is determined safe for such movement to proceed. A flashing white light indicates that the train is safe for movement. When a light is not displayed on approach of a train or engine, the indicator is out of service and train inspection is not required.

Bi-directional car defect detector is located as follows:
 CP MP 394.4 Main 1 Wayside

The following speed signs are in effect on the CP Railroad: Speed Control Signs

5.5.1-5.5.2 Name—Speed Sign



Figure 1 Figure 2 Figure 3

When one speed is shown, it applies to all trains.

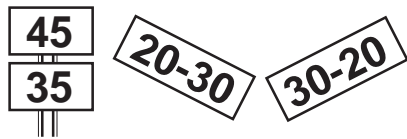


Figure 4 Figure 5 Figure 6

When two speeds are shown, the higher speed applies to passenger trains.

Speed Control Sign Indication

A speed control sign located to the right or left of main track as viewed by an approaching train indicates in miles per hour the maximum speed permitted on that track.

Figures 1 and 4: Maximum speed begins at a point one mile from the sign.

Figures 2, 3, and 6: Maximum speed begins at a point 3000 feet from the sign.

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

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

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



Figure 7

Sign located on the right-hand side of the track governed. (Note: Figure 7 is used in conjunction with Figures 1 and 4.)

Name—Resume Speed Sign

This sign indicates that normal speed may be resumed when the rear of the train has passed the resume speed sign.

Northtown—North receiver and north runner crossover switch must be lined for north runner and north receiver.

When approaching the carmen's crossing at Interstate, the engine whistle must be blown if there are cars on the west end of Receiver No. 1.

Locomotives or cars are not to be left standing closer than one car length from the vehicular crossings in the 35th Avenue area. Locomotive bells must be rung while operating in the area of these crossings, at 35th Avenue and Interstate.

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

St. Paul Terminal Area—Enginemen on trains, transfers and switch engines shall observe City Ordinance 2853 as quoted: "It shall be unlawful to ring any bell on, or sound the whistle of any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

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

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

Between Interstate and 35th Ave.—All trains observing cars on south runner track must sound whistle signal Rule 5.8.2(11) when approaching these cars.

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

Power-Operated Yard Switches—Northtown Yard—Power-operated yard switches in the Northtown Yard numbered:

- 99 East End Diesel Shop
- INT-ST 01 through 03 near Interstate
- FMC01 near FMC
- 401 through 453 East End Receiving Yard
- 501 through 510 Hump Underpass Area
- 601 through 681 and .. 35th 01 through 04 34th and Bottleneck
- Univ 01 through 12 University and East End Transfer Tracks

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

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

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

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

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

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

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

Between Mississippi St., MP 1.3, and East Minneapolis, MP 9.8—Trains with cars 11'11" to 12'11" wide must not meet or pass trains with cars 11'1" wide or wider.

Trains with cars 13'0" wide or wider must not meet or pass any trains.

Conductors on westward trains with hi-wide cars must notify the east hump dispatcher before passing St. Croix.

Conductors on eastward trains with hi-wide cars must notify the west hump dispatcher before passing Northtown.

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

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

Automatic Interlockings Not Indicated at Station—(Line Segment 214)

CP crossings at Bald Eagle, 14.6 miles west of East Minneapolis

Northtown Terminal—Designated as a facility in which carmen will provide immediate brake inspection.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.
 Passenger trains—do not exceed 65 MPH.

Flash Flood Warnings—The following locations are identified as "critical" as indicated in the System Special Instructions, Item 33, Flash Flood Warnings:

- MP 0.5 (Seventh St.)
- MP 0.8 (both tunnels)
- North Runner (Northtown)
- North Receiver (Northtown)

8. Line Segments

Terminal Line Segments—Minneapolis

Line Segment	Yard	Limits
467	Northtown Yard	Mississippi St. - University Ave.
530	Grove Yard	Northtown Jct. - 27th Ave. NE
531	Minneapolis Jct.	University Ave. - Main St. NE - 14th Ave. NE
533	Lyndale Yard	Third Ave. S - First St. N - Highway 100
534	Union Yard	14th Ave. SE - Raymond Ave.
535	East Minneapolis	University Ave. - Talmage Ave.

Terminal Line Segments—St. Paul

Line Segment	Limits—Yard
540	Midway Yard Raymond Ave. - Lexington Ave.
542	Dale St. Shop Lexington Ave. - Como Ave.
546	Daytons Bluff Yard... Oakland Tower - Mississippi St.
547	Stillwater (MN) Yd. .. Stillwater

Road Line Segments

Line Segment	Limits
218	E. Minneapolis - M&D Jct.
214	M&D Jct. to Hugo
3	St. Croix to Seventh St.
25	Seventh St. to Northtown

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Main 2			
Curry	5.0 west of St. Croix	4	West
Red Rock	13.0 west of St. Croix	10	East
Main 1			
Chemolite	6.3 east of Newport	23	Both
51011 M&D Jct.	12.6 east of East Mpis	15	Both
51012 White Bear Lake	13.5 east of East Mpis	13	Both
51017 Hugo	18.8 east of East Mpis	12	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Walhalla Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		55539	0.0	GRAFTON	JTU		Rule 6.28	251	5.7	
		55606	5.7	NASH					7.2	
		55613	12.9	HOOPLE					4.6	
		55618	17.5	CRYSTAL		TWC			6.4	
		55624	23.9	HENSEL					7.5	
		55631	31.4	CAVALIER					17.1	
		55648	47.9	WALHALLA	T		Rule 6.28		48.5	

Radio Channel No. 66 in service.

Radio Call-In	
Grafton - 48(X)	Cavalier - 60(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Phone Numbers

8-234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

Freight

Grafton to Walhalla 25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to 2.0 10 MPH.
 Grafton Highway 81 Crossing (HE Only) 5 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
 Grafton to Walhalla 134 tons, Restriction G
 Six-axle locomotives and six-axle derricks are not permitted.

3. Type of Operation

TWC—in effect:
 MP 2.0, Grafton, to MP 47.5, Walhalla

4. General Code of Operating Rules Items

Rule 6.28—in effect:
 MP 47.5 to MP 48.5
 MP 0.0 to MP 2.0

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

Do not exceed 4 MPH over the scale at ADM.

Walhalla Subdivision—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

8. Line Segments

Road Line Segments

Line Segment Limits

251 Grafton to Walhalla

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
55610 Hoople Industries	1.7 east of Hoople	57	East
55611 Folsom-Fedje Spur	1.6 east of Hoople	11	East
Swanson Farmers-Oberg Spur	1.6 east of Hoople	20	East
55614 Hoople Potato Products Inc. Spur	0.5 west of Hoople	16	East
Murray Bean Co.	1.1 east of Cavalier	3	East
55630 Cominco Fertilizer & Valley Bean Ass'n. Spur	0.7 east of Cavalier	14	West
M.T.K. Inc. Spur/Eggan Potato	1.6 east of Walhalla	16	East
ADM	1.5 east of Walhalla	90	Both

GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ___ line no. ___ between MP ___ and MP ___ on ___ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ___ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ___ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ___ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ___ (without stopping) at ___ MPH until the entire train has passed MP _____. You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	0.1
1,056	0.2
1,584	0.3
2,112	0.4
2,640	0.5
3,168	0.6
3,696	0.7
4,224	0.8
4,752	0.9