

## Division Managers

### Carlton

J.D. JOHNSON ..... Roadmaster ..... (218) 228-4027

### Dilworth

J.D. DAVIDSON ..... Terminal Trainmaster ..... (218) 291-2526  
V.E. MACKENROTH ..... Terminal Trainmaster ..... (218) 291-2571  
R.T. ROGNEBY ..... Trainmaster ..... (218) 291-2559  
J.L. RUSH ..... Terminal Trainmaster ..... (218) 291-2527  
L.G. SCHIPPER ..... Road Foreman ..... (218) 291-2566  
C.D. STAUS ..... Trainmaster ..... (218) 291-2408  
S.L. WINGAD ..... Terminal Manager ..... (218) 291-2564

### Grand Forks

D.D. CHAPPELL ..... Trainmaster ..... (701) 795-1222  
J.L. EMPTING ..... Roadmaster ..... (701) 795-1236  
K. J. HORISZNY ..... Roadmaster ..... (701) 795-1266  
M.B. KELLER ..... Road Foreman ..... (701) 795-1250  
C.G. KEMMET ..... Roadmaster ..... (701) 795-1252  
J.A. MADDEN ..... Trainmaster ..... (701) 795-7740  
P.J. RYAN ..... Trainmaster ..... (701) 795-1240  
G.A. WARNING ..... Terminal Manager ..... (701) 795-1255

### Grand Rapids

..... Trainmaster ..... (218) 298-2380

### Fargo

H.C. JESKE ..... Division Engineer ..... (701) 280-7239  
G. WEATHERLY ..... Roadmaster ..... (701) 280-7232  
C.E. WENDT ..... Supt. Operations ..... (701) 280-7220  
D.A. WOOLSTRUM ..... Roadmaster ..... (701) 280-7234

### LaCrosse

W.J. BARBEE ..... Roadmaster ..... (608) 781-7438  
T.P. EASON ..... Superintendent Operations ..... (608) 781-7400  
R.P. FISHER ..... Road Foreman ..... (608) 781-7435  
R.J. KREMER ..... Trainmaster ..... (608) 781-7413  
E.S. SCHOENFELD ..... Trainmaster ..... (608) 781-7417  
M.L. VEITZ ..... Roadmaster ..... (608) 781-7437

### Minneapolis

C.S. BROWN ..... Terminal Trainmaster ..... (763) 782-3307  
R.J. BURN ..... Terminal Manager ..... (763) 782-3423  
B.N. ELROD ..... Terminal Manager ..... (763) 782-3423  
D.C. GOODMUNDSON ..... Manager of Safety ..... (763) 782-3294  
J.L. HAUBRICK ..... Trainmaster ..... (763) 782-3325  
J.A. HOVLAND ..... Division Engineer ..... (763) 782-3479  
R.A. JACKMAN ..... Terminal Manager ..... (763) 782-3307  
G.P. JAE ..... Terminal Manager ..... (763) 782-3307  
C.E. KEELER ..... Superintendent Operations ..... (763) 782-3481  
T.W. KOERTING ..... Asst. Division Engineer ..... (763) 782-3145  
I.M. LUSIS ..... Trainmaster ..... (763) 782-3307  
W.A. MORRIS ..... Roadmaster ..... (763) 782-3235  
T.N. ROWLEY ..... Terminal Superintendent ..... (763) 782-3421  
J. RUBY ..... Road Foreman ..... (763) 782-3239  
M.J. SCHARTE ..... Trainmaster ..... (763) 782-3307  
B.P. SHEA ..... Asst. Roadmaster ..... (763) 782-3236

### Minot

B.A. KLINE ..... Roadmaster ..... (701) 837-6614  
J.D. ROGMAN ..... Roadmaster ..... (701) 837-6635

### Rochelle

G.A. GOY ..... Roadmaster ..... (815) 345-6212  
A.J. SCHUURMANS ..... Trainmaster ..... (815) 345-6534

### St. Cloud

R.T. RADIK ..... Roadmaster ..... (320) 259-3235

### Staples

T.L. SWALBOSKI ..... Roadmaster ..... (218) 894-5235

### Superior

G.A. ANDERSON ..... Terminal Trainmaster ..... (715) 394-1257  
A.D. BENGSTON ..... Terminal Trainmaster ..... (715) 394-1257  
F. BENNET ..... Terminal Trainmaster ..... (715) 394-1257  
G.M. BOUTIN ..... Trainmaster ..... (715) 394-1299  
M.E. FAIRCHILD ..... Road Foreman ..... (715) 394-1255  
S.J. FLUCK ..... Roadmaster ..... (715) 394-1236  
R.W. HANSON ..... Terminal Trainmaster ..... (715) 394-1257  
L.J. MATTISON ..... Trainmaster ..... (715) 394-1257  
F.J. RUTT ..... Terminal Superintendent ..... (715) 394-1221  
M.F. SANFORD ..... Roadmaster ..... (715) 394-1235  
M.D. WESTON ..... Terminal Manager ..... (715) 394-1333

**BNSF**



## Minnesota Division

### Timetable No. 4

IN EFFECT AT 0001

Central Continental Time

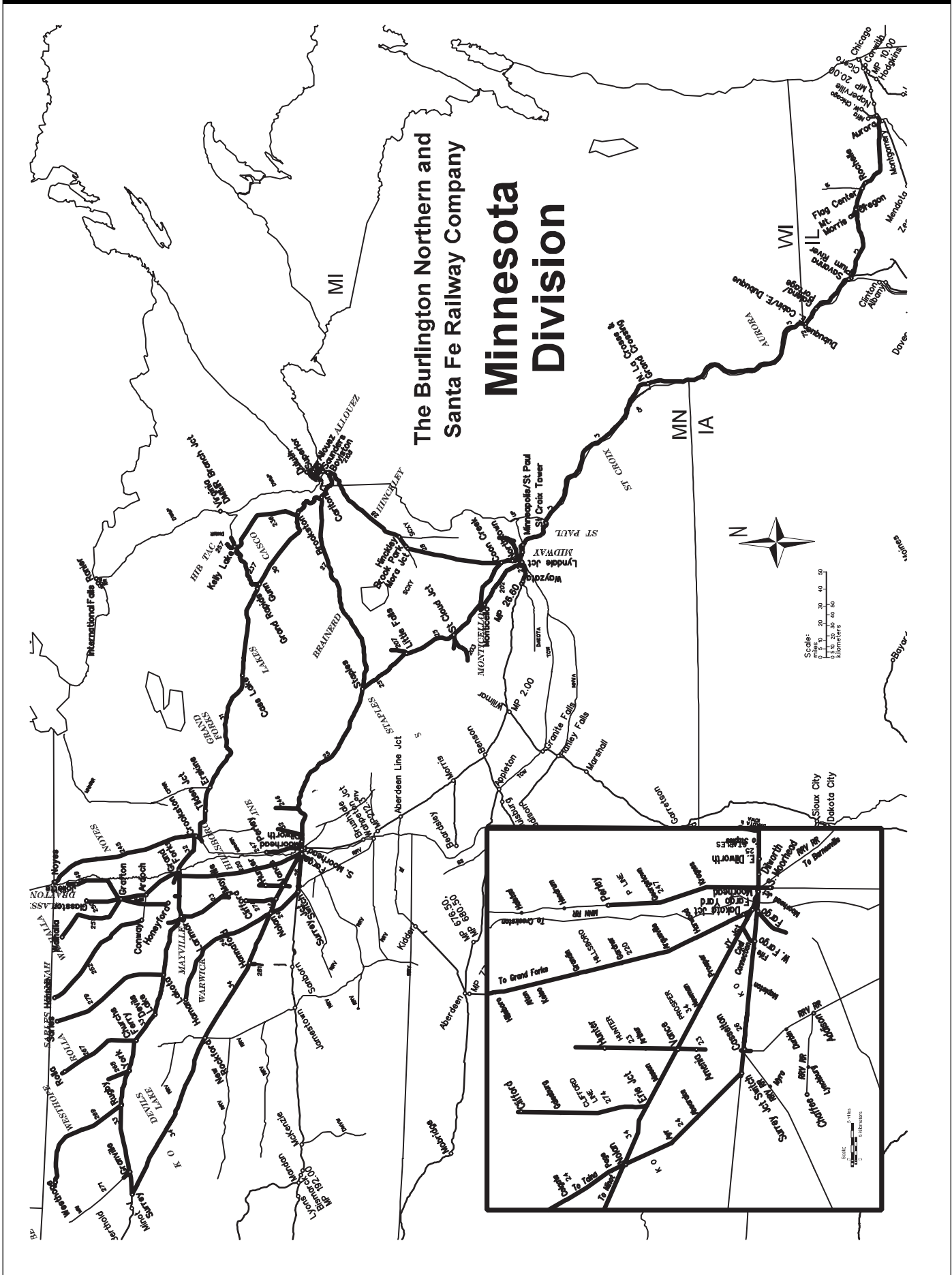
**Sunday, March 11, 2001**

**Division Superintendent**

W. J. Thompson

Minneapolis, Minnesota

(763) 782-3460



WEST WARD ↓	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.	↑ EAST WARD
		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 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**

	<b>Freight</b>
Allouez to Saunders .....	25 MPH.

## **1(B). Speed—Permanent Restrictions**

MP 6.0 to MP 7.6 .....	10 MPH.
MP 7.6 to MP 8.8 .....	20 MPH.

## **1(C). Speed—Switches and Turnouts**

Through turnouts at following locations:

Crawford Creek .....	25 MPH.
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## **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
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# **3. Type of Operation**

**CTC**—in effect:

MP 8.8 to MP 10.3—Crawford Creek to Saunders

# **4. General Code of Operating Rules Items**

**Rule 6.28**—in effect: MP 6.0 to MP 8.8—Allouez to Crawford Creek

**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**

**EP 60 Electric Train**—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of these cars, series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 pounds may result in an undesired release of the trains brakes.

**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**

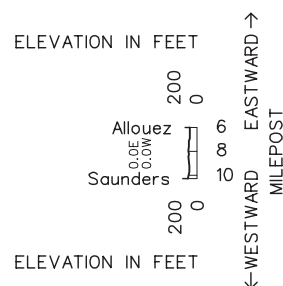
## **Road Line Segments**

## **Line Segment Limits**

29 ..... Allouez to Saunders

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

# **10. Grade Charts**



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Aurora Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
	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		CTC		2.9	
	8,900	00058	58.0	MORED				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)	Emergency - Call 911	
For Dispatcher X=0, 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.
Trains consisting entirely of loaded double stack equipment, not exceeding 105 TOB .....	60 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 235.5 to MP 236.9 .....	35 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 (HER) .....	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.

#### Temperature 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 symbol intermodal trains or single-level loaded intermodal trains may operate at maximum authorized speed.)

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**—Track 5415, six axle locomotives, six axle derricks, and loaded equipment are not permitted, except on west 1000 feet of track.

Track 5421, six axle locomotives, six axle derricks, and loaded equipment are not permitted.

**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 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 299.8 to MP 302.8 No. LaCrosse

**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**—in effect:

Crawford FS Plant 1.9 miles.

Oregon to Mt. Morris-6.8 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 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 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.

## 5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

MP 47.1—EWD only—Recall Code 328

B. 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 Indicator Test Mile Locations

WWD—MP 52.0 - MP 53.0

WWD—MP 73.0 - MP 74.0

WWD—MP 158.0 - MP 159.0

WWD—MP 192.0 - MP 193.0

WWD—MP 287.0 - MP 288.0

EWD—MP 288.0 - MP 287.0

EWD—MP 245.0 - MP 244.0

EWD—MP 193.0 - MP 192.0

EWD—MP 106.0 - 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.

**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 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.

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.

**Oregon to Mt Morris**—Trains may not operate between the hours of 1200 and 2000 when ambient temperature exceeds 90 degrees Fahrenheit.

**Menominee**—Movements with six axle locomotives between industry switch MP 177.7 and derail must be preceded by a walking visual inspection.

#### **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.

**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
829	Prairie Du Chien
811	North LaCrosse
820	Oregon
821	Rochelle
827	Dubuque

##### **Road Line Segments**

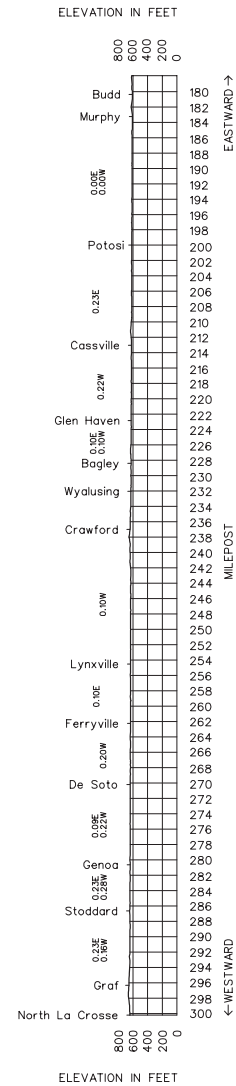
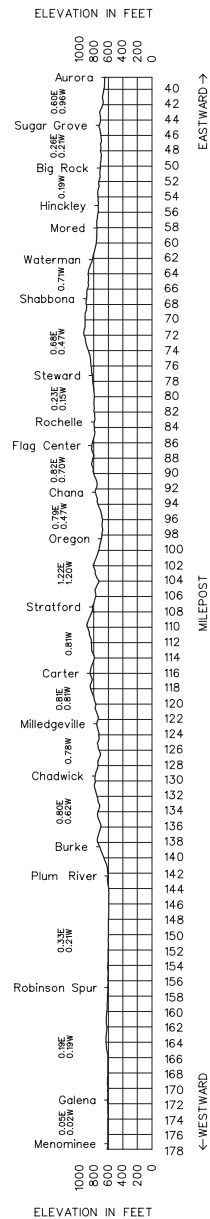
Line Segment	Limits
66	Oregon to Mt. Morris
72	East Dubuque
3	Aurora to North LaCrosse

#### **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



## 10. Grade Charts



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	
		05033		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	
		52165		72.0	McGREGOR				8.7	
	8,000	52173	78.3 79.9	79.6	KIMBERLY		TWC	27	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	JTX			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)	Emergency - Call 911	
For Dispatcher X=0, 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 .....	35 MPH.
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### 1(D). Speed—Other

Through all switches and sidings .....	10 MPH.
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#### Temperature Restriction

Trains exceeding 100 TOB, do not exceed 30 MPH between MP 65.2 and MP 102.0 when the ambient temperature exceeds 95 degrees Fahrenheit.

#### 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.

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:**

MP 27.9 to MP 147.8 - Chub Lake to Staples

**CTC—in effect:**

MP 27.8 to MP 27.9 - Chub Lake

## 4. General Code of Operating Rules Items—None

## 5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

MP 122.1—Recall Code 248

B. Other TWD locations

MP 51.2—Recall Code 898

MP 88.1—Recall Code 838

MP 108.0 (DED only)—Recall Code 908

## 6. FRA Excepted 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.

## 8. Line Segments

### Yard Line Segment

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

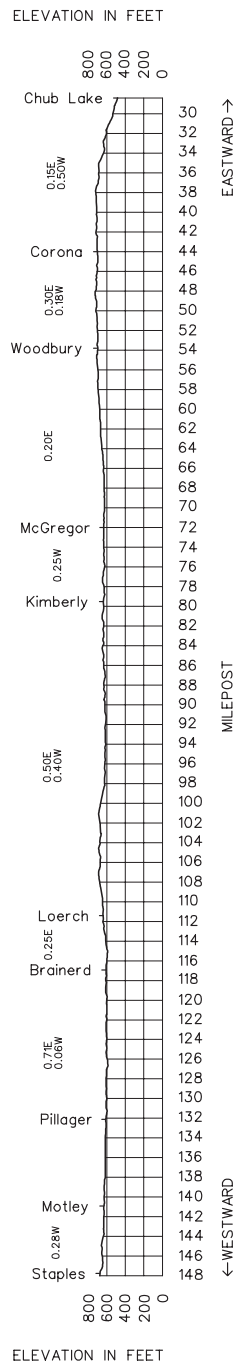
### Road Line Segment

27 .....	Chub Lake to Staples
207 .....	MP 136.15 to MP 135.78



**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 Deerwood	12	West
52218 Klein Spur	6.1 west of Brainerd	25	East

**10. Grade Charts**

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.
	05055		58.0	BROOKSTON	J			11.4
7,686	52311	68.3 69.8	69.2	BADEN			236	13.6
7,664	52325	81.9 83.4	82.7	FERMOY		CTC		25.3
	52401		107.5 0.0	KELLY LAKE	BJT			6.7
19,572	52354	2.3 4.8	3.8	KEEWATIN				9.6
	52362		9.4	NASHWAUK		TWC	237	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 0.0 to MP 19.8 .....	25 MPH.
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 .....	25 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.
MP 107.3 EWD trains approaching EBCS, K.Y. Jct.(HER) .....	20 MPH.

**1(C). Speed—Switches and Turnouts**

Trains or engines entering or leaving siding on clear signal and through turnouts at following locations: .....		25 MPH.
Baden .....		10 MPH.
Fermoy .....		10 MPH.
Keewatin .....		10 MPH.
Gunn (Casco main to Lakes main) .....		25 MPH.
Gunn (west leg of wye) .....		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

**3. Type of Operation**

**CTC**—in effect:

MP 31.2 to MP 31.3 - Gunn

MP 58.0 to MP 4.9 - Brookston to Keewatin

MP 107.3 (KY Jct) to MP 0.4 (West Kelly Lake)

**TWC**—in effect:

MP 4.9 to MP 31.2

**Control Points Not Indicated as Stations**

West Kelly Lake (MP 0.4, west leg of wye)

**4. General Code of Operating Rules Items—None****5. Trackside Warning Detectors (TWD)**

- A. Protecting bridges, tunnels or other structures  
MP 67.0 (DED only)—EWD only—Recall Code 977
- B. Other TWD locations  
MP 67.0 (DED only)—WWD only—Recall Code 977

**6. FRA Excepted Track—None****7. Special Conditions**

**EP 60 Electric Train**—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of these cars, series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 pounds may result in an undesired release of the trains brakes.

**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.

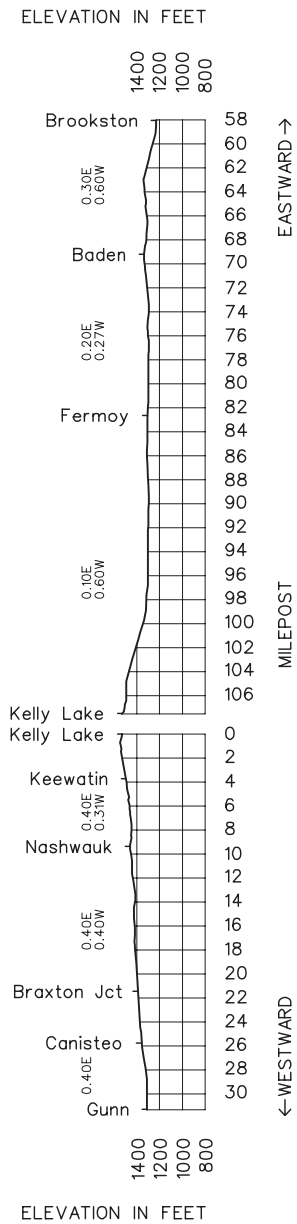
**8. Line Segments****Road Line Segments****Line Segment Limits**

260 .....	National Taconite
236 .....	Brookston to Kelly Lake
237 .....	Kelly Lake to Gunn

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
52338 Old Onega Spur	13.2 west of Fermoy	6	East

## 10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Devils Lake Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segments	Miles to Next Stn.	EASTWARD ↑
			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				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 0.4 to MP 11.1 .....	30 MPH.	30 MPH.
MP 18.8 to MP 19.1 .....	70 MPH.	
MP 22.0 to MP 22.3 .....	75 MPH.	
MP 23.7 to MP 27.1 .....	65 MPH.	
MP 27.1 to MP 69.0 .....	70 MPH.	
MP 69.0 to MP 76.0 .....	65 MPH.	
MP 76.0 to MP 84.4 .....	70 MPH.	
MP 84.4 to MP 85.8 .....	30 MPH.	30 MPH.
MP 85.8 to MP 87.2 .....	60 MPH.	40 MPH.
MP 89.5 NPRR 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.
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**1(D). Speed—Other**

Sidings .....	10 MPH.
Emerado Air Base Spur .....	10 MPH.
Trains handling missiles .....	5 MPH.

**Temperature Restriction**

Do not exceed 30 MPH between 0.4 and MP 11.1 when ambient temperature exceeds 85 degrees Fahrenheit between 1100 hours and 2000 hours.

**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.

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**

CTC - in effect:

MP 196.1 to MP 196.3 - Surrey

TWC—in effect:

MP 0.4 to MP 196.1 - 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)**

- Protecting bridges, tunnels or other structures: None
- Other TWD locations
  - 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 137.4—Recall Code 097

**6. FRA Excepted 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 Indicator Test Mile Locations

MP 5.0 and MP 6.0  
MP 79.0 and MP 78.0  
MP 94.0 and MP 95.0  
MP 185.0 and MP 184.0

#### 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.

**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

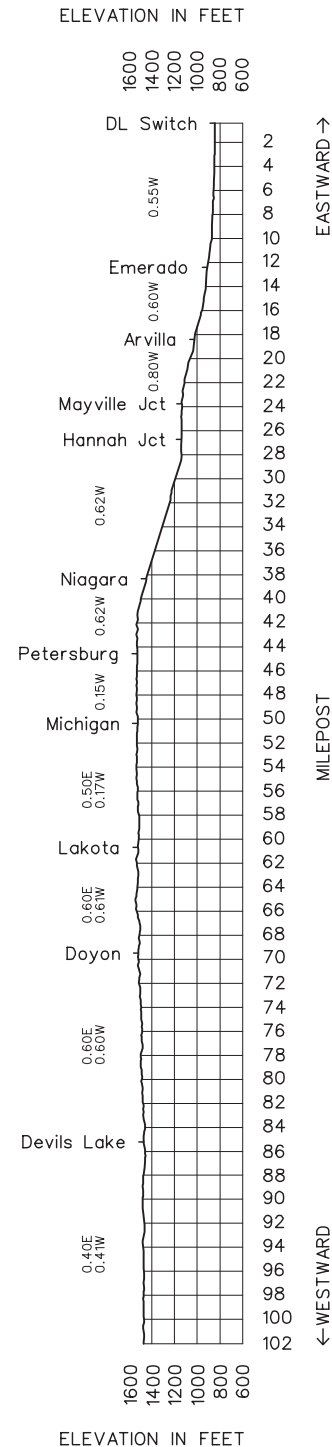
##### Line Segment Limits

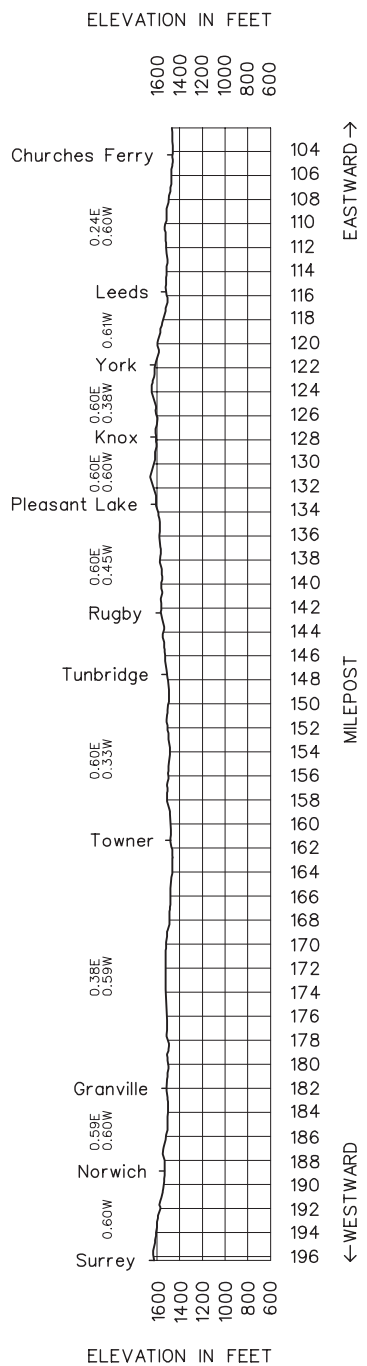
268 ..... York to Wolford  
32 ..... DL Switch  
33 ..... DL Switch to Surrey

#### 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

#### 10. Grade Charts







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.
	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			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**

Honeyford to Joliette ..... **Freight**  
25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 119.5 to MP 117.0 ..... 10 MPH.  
MP 143.0 to MP 148.0 ..... 10 MPH.  
MP 159.6 to MP 163.3 ..... 10 MPH.  
MP 177.7 to MP 179.5 ..... 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**

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 177.7

**4. General Code of Operating Rules Items****Rule 6.28—in effect:**

MP 119.5 to MP 117.0 - Honeyford  
MP 143.0 to MP 148.0 - Grafton  
MP 177.7 to MP 179.5 - Joliette

**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**

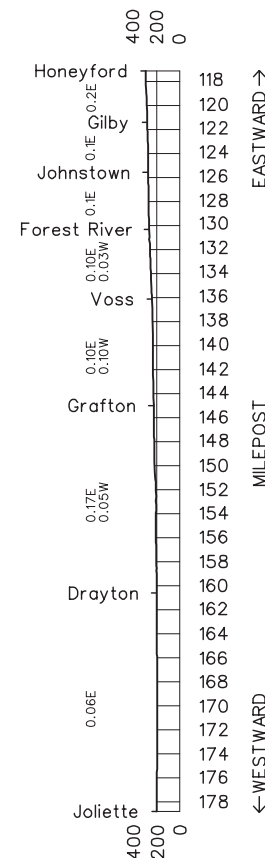
249 ..... Honeyford to Joliette

**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

**10. Grade Charts**

ELEVATION IN FEET



ELEVATION IN FEET

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	TWC	250	1.4	
		55502	1.4	CALSPUR	R			11.0	
		55512	12.4	MANVEL				12.1	
		55524	24.5	ARDOCH	JU			6.1	
		55530	30.6	MINTO				8.8	
		55539	39.4	GRAFTON	JTU	Rule 6.28		6.5	
		55546	45.9	AUBURN		TWC		7.6	
		55553	53.5	ST. THOMAS				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**

**Freight**

Grand Forks to Glasston ..... 25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 0.4—HER westward trains ..... 10 MPH.

MP 37.0 to MP 42.0 ..... 10 MPH.

MP 59.0 to MP 61.2 ..... 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 to MP 59.0 Grafton to Glasston

**Restricted Limits - in effect:**

MP 0.0 to MP 6.0 - Grand Forks

**4. General Code of Operating Rules Items****Rule 6.28—in effect:**

MP 37.0 to MP 42.0 - Grafton

MP 59.0 to MP 61.2 - Glasston

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

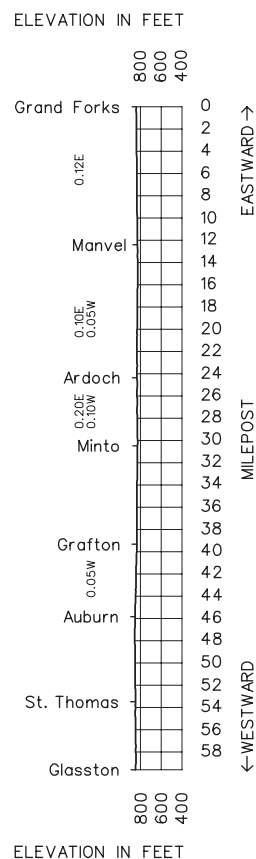
All switches must be lined and locked for the Glasston Subdivision.

**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

**10. Grade Charts**

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.
	05163	164.9	CASS LAKE				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	ABS 2MT		1.1
		111.4	DL SWITCH	MJT			135.0

**Radio Channel 85 in service between Cass Lake and East Grand Forks**

**Radio Channel 20 in service between East Grand Forks and DL Switch**

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 103.0X 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 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 .....	10 MPH.
Fisher Elevator track .....	5 MPH.

##### 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.

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:

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:

Cass Lake to East Grand Forks..MP 164.9 to MP 105.0X

##### Yard Limits—in effect:

Grand Forks to DL Switch..... MP 109.78 to MP 111.4

GF Switch to FO Switch

##### Restricted Limits—in effect:

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

#### 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 70.1—Recall Code 827

MP 87.3—Recall Code 737

MP 88.0 (DED only)

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**Duplicate Mileposts**—Due to duplicate mileposts on this subdivision, an alpha suffix is used between Crookston, MP 80.9X and Grand Forks MP 105.5X as provided by System Special Instructions

##### 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.

Cottonwood switch at MP 107.59 may be left lined in the position last used, and must be locked. Trains must approach this switch expecting it to be lined against movement.

**Grand Forks Yard**—Loaded unit trains greater than 100 cars will use tracks 101 through 109, old pass track, or BNSF Passenger Main only.

#### 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 Indicator Test Mile Locations—

MP 97.0X and MP 96.0X

MP 98.0 and MP 97.0

**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

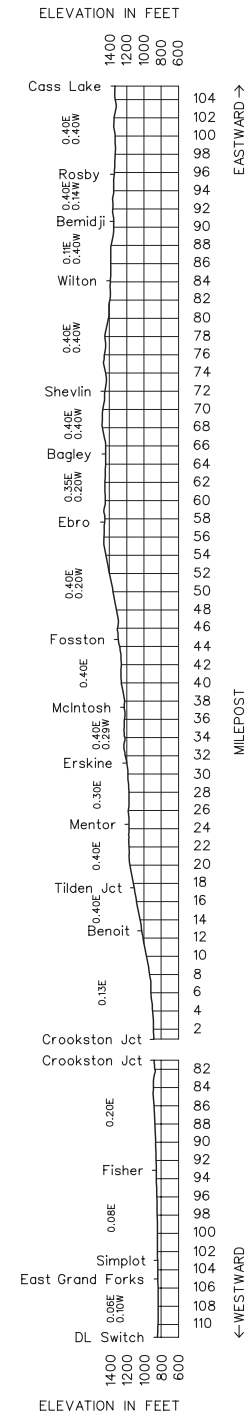
##### Line Segment Limits

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

### 10. Grade Charts



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.
	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**

	<b>Freight</b>
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

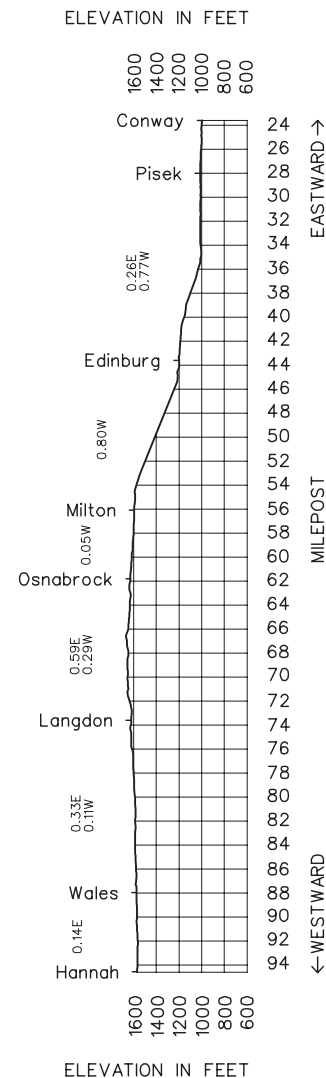
MP 72.0 to MP 75.0

**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
Rosford 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

**10. Grade Charts**

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hib Tac Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		52401	500.0	KELLY LAKE		CTC		0.7	
		52456	500.7	HIB TAC JCT.				1.9	
			502.6	MAHONNING		TWC	257	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**

	<b>Freight</b>
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.
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**1(D). Speed—Other**

Hib Tac Jct. to Emmert .....	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**

Kelly Lake to Hibbing Taconite .....	143 tons, Restriction C
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**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**

**EP 60 Electric Train**—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of these cars, series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 pounds may result in an undesired release of the trains brakes.

**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

**Hib Tac Jct to Scenic**—Between MP 500.7 and MP 504.5, BNSF ABTH Rule 101.29.4 requires the following:

All train crew members on trains operating on grades above must take action to stop train, with an emergency application of the brakes, should train exceed 5 mph over the maximum authorized speed.

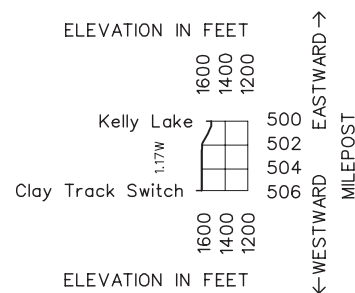
**8. Line Segments****Road Line Segments****Line Segment Limits**

238 ..... Kelly Lake—Emmert Jct.

257 ..... Hibbing Taconite Line

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
52456 Hib Tac Jct.	0.5 west of Kelly Lake		East
Salvage Trk.	2.5 west of Kelly Lake		East
Coal Track	3.0 west of Kelly Lake		West
Kings Spur	3.1 west of Kelly Lake	17	Both
52408 Oil Spur	5.7 west of Kelly Lake	10	Both

**10. Grade Charts**



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.
	00679	24.2	FARGO YARD OFFICE	JTY	OCS ABS		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	220	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

Siding Harwood .....	10 MPH.
Thompson—Elevator track over scale .....	5 MPH.
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.	

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:

Henningson Cold Storage  
Redco Yard Tracks crossing Hwy 81  
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)

- Protecting bridges, tunnels or other structures: None
- Other TWD locations  
MP 32.7—Recall Code 058  
MP 52.7—Recall Code 467  
MP 79.0—Recall Code 468  
MP 92.5 (DED only)—WWD only

### 6. FRA Excepted Track—None

### 7. Special Conditions

Hillsboro siding is located between MP 60.0 and MP 61.7.

#### Speed Indicator test Mile Locations

WWD—MP 34 - MP 35.

EWD—MP 91 - MP 90.

#### Dilworth Terminal

- 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.

- 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.

### 8. Line Segments

#### Road Line Segments

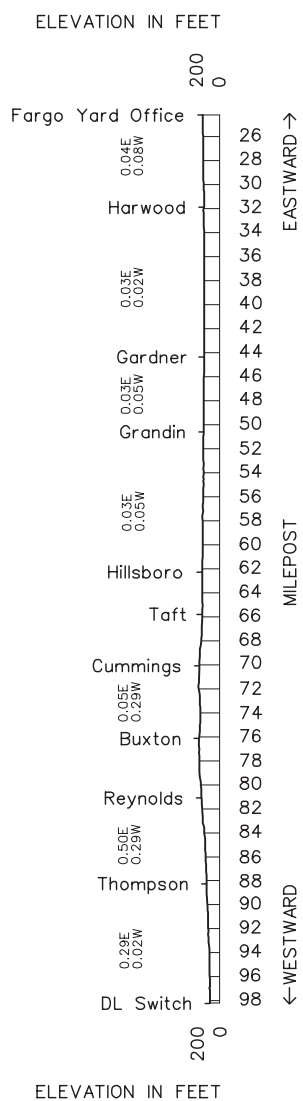
##### Line Segment Limits

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
Aldon	6.9 west of Grandin	110	Both
10086 Amerian Crystal (Redco)	2.3 west of Hillsboro	60	Both
10115 Merrifield	4.9 west of Thompson	32	Both
10118 Flaata	7.8 west of Thompson	13	West
10120 Prairie Sub Station	8.8 west of Thompson	10	East
Henningson to Cold Storage	9.2 west of Thompson	10	East

## 10. Grade Charts



SOUTH WARD ↓	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.	↑ NORTH WARD
		05013		11.8	BOYLSTON	JT	CTC	2108	12.7	
	6118	06112	23.4 24.7	24.5	FOXBORO		TWC ABS	28	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			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.

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.

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—Recall Code 857  
MP 58.9 (DED only)—SWD only—Recall Code 867  
MP 66.5—NWD only—Recall Code 868

**B. Other TWD locations**

MP 20.8 (DED only)—SWD only—Recall Code 857  
MP 39.3—Recall Code 858  
MP 58.9 (DED only)—NWD only—Recall Code 867  
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 Indicator Test Mile Locations**

MP 76 - MP 77

**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

**Protect Open Switch**—in effect on this subdivision.

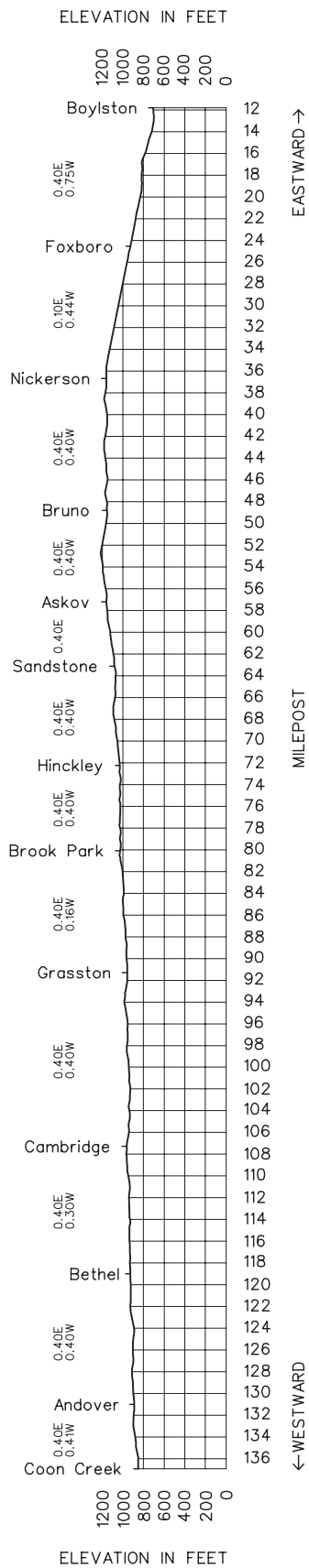
**8. Line Segments****Road Line Segments****Line Segment Limits**

2108 ..... Boylston-MP 11.8 to MP 19.4  
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

10. Grade Charts



WEST WARD ↓	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.	EAST WARD ↑
		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, 1-800-681-4977

WEST WARD ↓	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.	EAST WARD ↑
		00716	0.0	ERIE JCT.	J			1.4	
		56402	1.4	ERIE		TWC		10.7	
		56412	12.1	GALESBURG			274	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, 1-800-681-4977

WEST WARD ↓	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.	EAST WARD ↑
		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, 1-800-681-4977

**1. Speed Regulations****1(A). Speed—Maximum**

	<b>Freight</b>
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 Excepted 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:

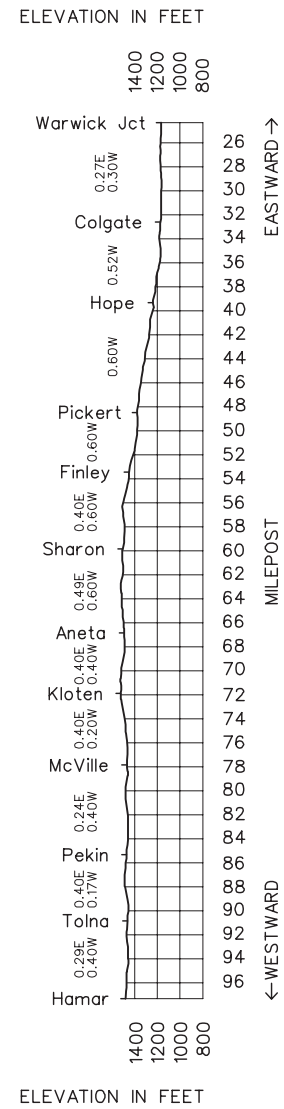
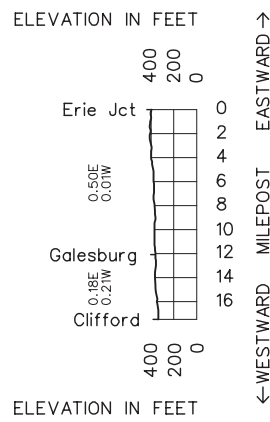
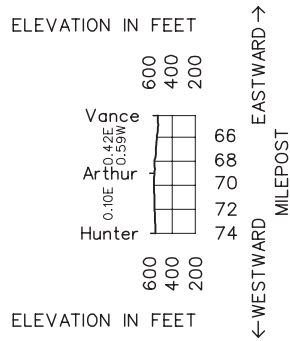
Hunter Subdivision
MP 64.2 to MP 74.0
Warwick Subdivision
MP 70.0 to MP 72.0
MP 74.0 to MP 75.0
MP 82.0 to MP 84.0

**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**

10. Grade Charts





WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	K O Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑	
			250.3	EAST DILWORTH	MXV	2MT ABS	25	1.9		
			1.0	WATTS	MXV		DT ABS	26		2.1
		00673	3.2	DILWORTH	BT X(2)Y	2.3				
		00675	5.8	MOORHEAD JCT.	MJX(2)Y	2.1				
		00679	8.6	FARGO	JX(2)Y	5.3				
		00683	13.0	WEST FARGO	MJX(2)Y	2MT CTC		7.3		
		00690	20.2	MAPLETON	X(2)			7.6		
		00698	28.4	CASSELTON	JX			3.3		
			31.1 3.3X	SURREY JCT. SWITCH	JX	CTC	24	7.6		
	9371	00709	10.5X	ABSARAKA				13.5		
	9490	00724	24.3X 41.0	NOLAN	J			34		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					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	2MT CTC	33	1.8			
	00913	199.7X	JD SWITCH	X(2)			3.5			
	00917	203.2X 0.0	MINOT	X			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)
Alymer - 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, 1-800-681-4977

Dilworth—8-280-7284

**1. Speed Regulations****1(A). Speed—Maximum**

	Passenger	Freight
East Dilworth to Minot .....	60 MPH.	
Trains consisting entirely of loaded double stack equipment, not exceeding 105 TOB .....	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—WWD only) .....	40 MPH.	35 MPH.
MP 10.8 to MP 11.3 .....	40 MPH.	40 MPH.
MP 27.0 to MP 28.0 (HER) .....		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 RRVW .....	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****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 symbol intermodal trains or single-level loaded intermodal trains may operate at maximum authorized speed.)

Passenger trains—do not exceed 65 MPH.

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 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

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.

## 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.

**Duplicate Mileposts**—Due to duplicate mileposts on this subdivision, an alpha suffix is used between:

East Dilworth, MP 0.0X and Nolan, MP 20.0X  
 Surrey Jct Switch, MP 3.0X and Nolan, MP 24.3  
 Surrey, MP 196.2 and Minot, MP 203.3

as provided by System Special Instructions.

## 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.

**Speed Indicator Test Mile Locations**

WWD—MP 21.0 - MP 22.0

MP 117.0 - MP 116.0

MP 146.0 - MP 147.0

MP 221.0 - MP 220.0

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.

**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

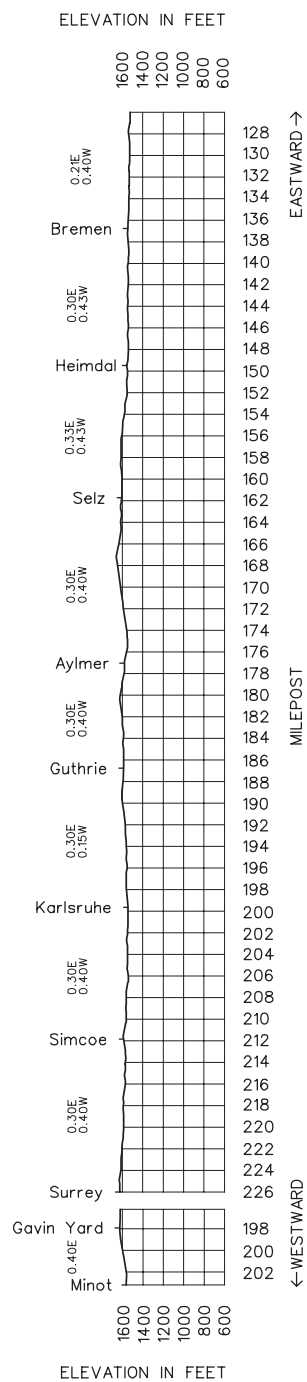
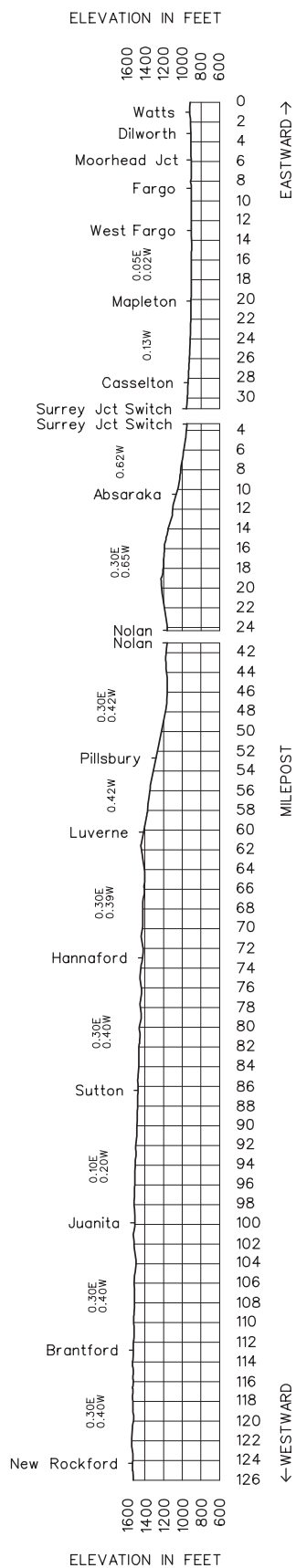
34 ..... Nolan to Surrey

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 Heimdahl	46	East

## 10. Grade Charts



WEST WARD ↓	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.	↑ EAST WARD
		05004		5.4	SUPERIOR	BT	Rule 6.28		2.1	
				7.6	54th ST.				1.2	
		05008		8.8	CENTRAL AVE. To Rice's Point Yard on Coal Track 10.1	JX		28	0.6	
				9.4	M&J JCT.	J	2MT CTC		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			17.8	
	9,785	05073	73.0 75.0	75.6	FLOODWOOD		CTC		6.6	
	9,216	05079	82.1 83.9	82.2	ISLAND			30	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				7.1	
		05131		132.8	BALL CLUB		TWC		20.5	
	6,228	05151	152.7 153.9	152.9	SCHLEY				11.5	
		05163		164.9	CASS LAKE	BT			157.1	

Radio Channel No. 66 in service Superior to Chub Lake

Radio Channel No. 85 in service Chub Lake 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

Superior to Chub Lake—8-234-6408

Chub Lake to Cass Lake—8-234-6409

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

54th St. to MP 115.8 .....	Freight 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 57.7 .....	40 MPH.
MP 63.3 to MP 63.6 .....	40 MPH.
MP 108.4 EWD trains approaching EBCS, Gunn (HER) .....	20 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.

#### 1(C). Speed—Switches and Turnouts

Trains or engines on siding or through No. 20 turnouts at the following locations:

Crossover Saunders MP 10.3, Boylston, MP 15.9 and  
Chub Lake ..... 35 MPH.  
Central Ave., turnout to coal main ..... 12 MPH.

Trains or engines on siding or through No. 20 turnouts at the following location:

Crossover West Saunders MP 10.8 ..... 10 MPH.  
Trains or engines on sidings and through No. 20 turnouts at the following locations:

Draco, Brookston, Swan River, Island, Philbin and  
Floodwood ..... 25 MPH.

Sidings

Gunn and Schley ..... 10 MPH.

Trains and engines through turnouts at the following locations:

Central Ave. crossover ..... 25 MPH.

#### 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.

#### 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.

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 164.9

#### 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 6.28--in effect

Superior ..... MP 4.65 to MP 7.6

#### 5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

MP 25.4 (DED only)—WWD only—Recall Code 797

MP 31.5—EWD only—Recall Code 798

B. Other TWD locations

MP 25.4 (DED only)—EWD only—Recall Code 797

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 —Recall Code 937

**6. FRA Excepted Track—None****7. Special Conditions**

**EP 60 Electric Train**—Crews operating the EP 60 Electric Train in Pneumatic Brake Mode or a train consisting of 50% or more of these cars, series BNSF 601180 through 601399, must make an initial 10 pound brake reduction to slow or control train speed. An initial brake pipe reduction of less than 10 pounds may result in an undesired release of the trains brakes.

**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.

**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.

**Speed Indicator Test Mile Locations**

MP 87 - MP 86

MP 18 - MP 17

MP 139 - MP 140

**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 .....	Amzoi
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**

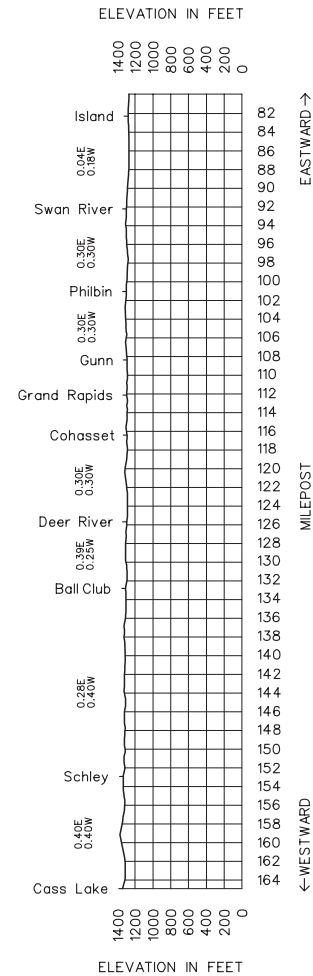
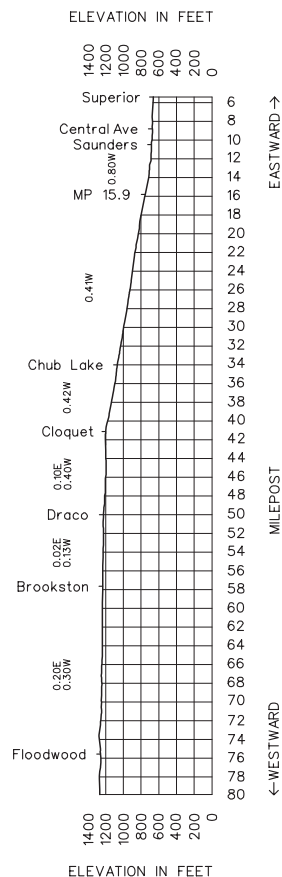
Line Segment	Limits
27 .....	Central Ave.—Superior
28 .....	Central Ave.—Winters St.
233 .....	Central Ave.—Allouez
234 .....	Berwind Jct.—LST&T Jct.
235 .....	W. Duluth—New Duluth
505 .....	Rice's Point—Berwind Jct.
28 .....	Superior to Boylston
30 .....	Boylston to Cass Lake



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

10. Grade Charts



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.
	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**

**Freight**

Mayville Jct. to Mayville ..... 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**

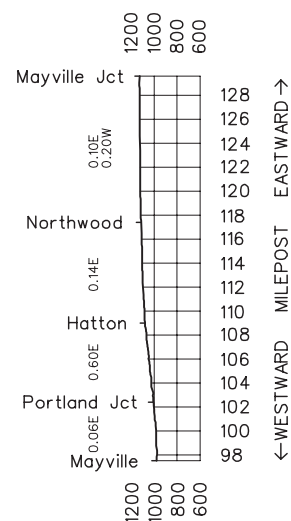
274 ..... Portland—Portland Jct.  
 23 ..... Mayville Jct. to Mayville

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
56331 Mayville Pelletting 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

**10. Grade Charts**

ELEVATION IN FEET



ELEVATION IN FEET

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.
	00429	0.5	SEVENTH ST.	JY	2MT CTC	22	0.6
		1.4	WESTMINSTER	JX(2)Y			1.8
		2.2	JACKSON ST.	Y			0.8
		3.2	DALE ST.	XY			1.0
	00433	5.1	MIDWAY	BXY	CTC	216	1.9
	00435	7.0	ST. ANTHONY	JY			1.3
	00436	8.4	UNION YARD	BX(2)Y			1.3
	00437	9.5	MPLS JCT.	JTXY			0.8
		10.2	VAN BUREN	JXY	2MT CTC		1.9
		11.7	UNIVERSITY	JX(2)Y			11.4

**Radio Channel No. 70 in service for road crews between Seventh St. and University.**

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

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

Radio Call-In		
St Paul Ch. 76 - 20(X)	St Paul Ch. 15 - 02(X)	Northtown Ch. 15 - 01(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

#### Train Dispatcher Phone Numbers

St. Anthony to Seventh St.—8-234-6417—East Hump Dispatcher

St. Anthony to University.—8-234-6401—West Hump Dispatcher

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

	Passenger	Freight
Seventh St. to University .....	30 MPH.	30 MPH.

##### 1(B). Speed—Permanent Restrictions

MP 7.1 to 10.3 .....	25 MPH.
MP 10.3 to MP 11.4, MT 1 .....	25 MPH.
MP 10.3 to MP 11.4, MT 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.
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

System Special Instructions 1 (A) applies between Van Buren and University on MT 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 University ..... 143 tons, Restriction A

#### 3. Type of Operation

##### Yard Limits—in effect:

MP 0.5 to MP 11.4

##### CTC—in effect:

MP 0.5 to MP 11.4

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—Main 1

**Seventh St. to St. Anthony**—Movements authorized by East Hump Dispatcher.

**St. Anthony to University**—Movements authorized by West Hump Dispatcher.

#### 4. General Code of Operating Rules Items—None

#### 5. Trackside Warning Detectors (TWD)—None

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**Minnesota Commercial Railway**—BNSF crews must receive verbal permission before entering Minnesota Commercial (MC) yard tracks. BNSF crews must use and monitor MC radio channel AAR 30-30 while using MC tracks. Announce presence and request permission to proceed from MC base. From 1700 Saturday, until 0900 Sunday, MC does not operate. During these hours BNSF crews may enter this facility only after announcing their presence and communicating with other crews using MC tracks.

**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.

**MP 0.5 to MP 5.0**—Both Main Tracks between MP 0.5 and MP 5.0, BNSF ABTH Rule 101.29.4 requires the following: All train crew members on trains operating on grades above, must take action to stop train, with an emergency application of the brakes, should train exceed 5 MPH over maximum authorized speed.

**8. Line Segments****Terminal Line Segments—Minneapolis**

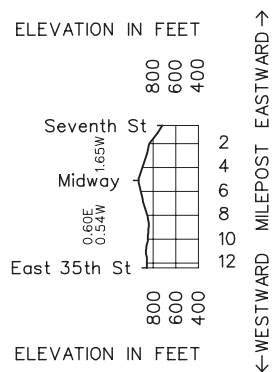
Line Segment	Yard	Limits
530 .....	Grove Yard .....	Northtown Jct.—27th Ave. NE
531 .....	Minneapolis Jct .....	University Ave.—Main St. NE—14th Ave. NE
533 .....	Lyndale Yard .....	3rd Ave. S—1st St. N—Highway 100
534 .....	Union Yard .....	14 Ave. SE—Raymond Ave.
535 .....	East Minneapolis ...	University 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****10. Grade Charts**

Length of Siding (Feet)	Station Nos.	Mile Post	Monticello Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	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**

Lyndale to Monticello ..... **Freight**  
25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 5.0 to MP 5.2 ..... 10 MPH.  
MP 26.9 to MP 35.5 ..... 10 MPH.  
MP 20.6 (HER) ..... 10 MPH.

**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

CP Crossing, 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 to MP 26.9

**4. General Code of Operating Rules Items****Rule 6.28**—in effect:

MP 26.9 to MP 35.5

**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions****Automatic Interlocks 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—Mid-American/NSP Lead**—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**

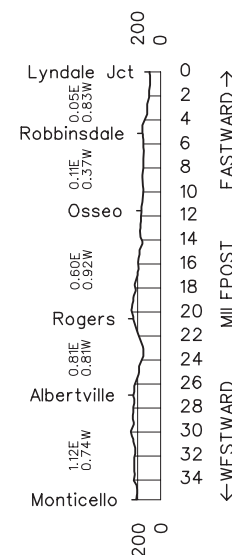
202 ..... Lyndale Jct. to Monticello

**9. Locations Not Shown as Stations**

Name	Miles - Location	Capacity Cars	Switch Opens
09009 Atlas 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 South Side Lumber	0.3 west of Rogers	7	East
09038 Northern States Power Co. Spur	3.0 west of Monticello	20	East

**10. Grade Charts**

ELEVATION IN FEET



ELEVATION IN FEET

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Noyes Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			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				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 9.9 to MP 15.7 ..... 25 MPH.  
 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 55.7 to MP 73.5 ..... 25 MPH.  
 MP 88.5 to MP 90.5 ..... 10 MPH.  
 North Crookston Jct., east and west leg of wye track ..... 10 MPH.

**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other - None**

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

Six axle locomotives and six axle derricks not permitted on  
 Agricultural Exp. Spur

**3. Type of Operation**

**TWC**—in effect:  
 MP 0.0 to MP 88.5

**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 Indicator test Mile Locations**

MP 79.0 - MP 80.0

**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

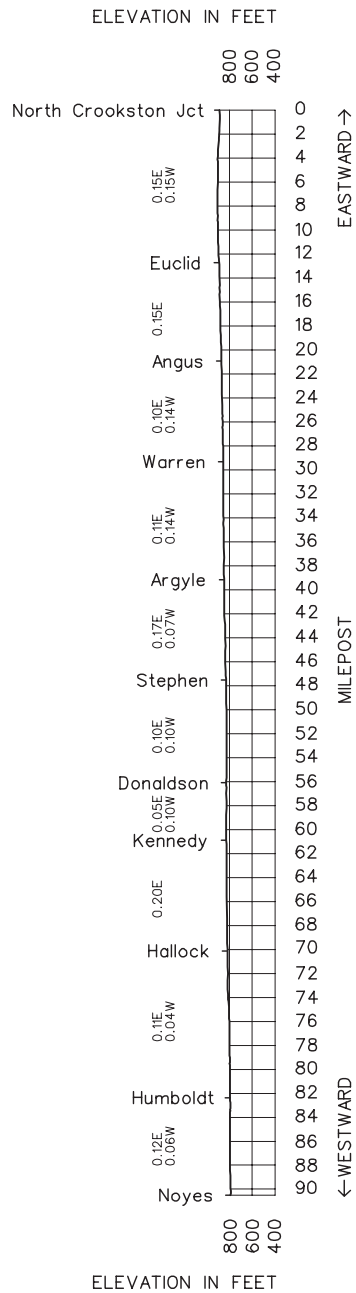
**Road Line Segments****Line Segment Limits**

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

10. Grade Charts





Length of Siding (Feet)	Station Nos.	Mile Post	P Line Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00676	0.0	MOORHEAD	J	Rule 6.28	247	8.6
	56008	8.0	KRAGNES				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 Number—8-234-7310****1. Speed Regulations****1(A). Speed—Maximum**

**Freight**

Moorhead to Perley ..... 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:

MP 0.0 to 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.

**Hot Weather Restrictions**

Between the hours of 1100 and 2000, between MP 0.0 and MP 3.6, no train operations permitted when temperature exceeds 95 degrees Fahrenheit.

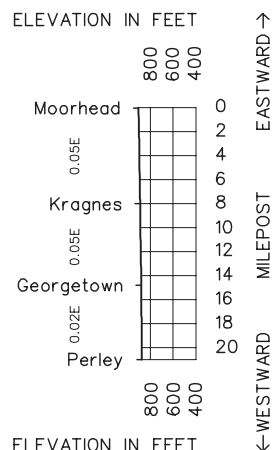
Between the hours of 1100 and 2000, between MP 3.6 and MP 21.0, no train operations permitted when temperature exceeds 85 degrees Fahrenheit.

**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

**10. Grade Charts**

Length of Siding (Feet)	Station Nos.	Mile Post	Prosper Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		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			3.8
		3.9	JY JCT.	MJY			7.5
	56111	12.4	PROSPER				10.4
	00707	22.8	VANCE	JT		34	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, JY Jct to Nolan

**1. Speed Regulations****1(A). Speed—Maximum**

South Moorhead to Nolan ..... **Freight**  
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. .... 10 MPH.  
MP 0.9 turnout Fargo Yard Office ..... 25 MPH.

**1(D). Speed—Other**

Mason, siding ..... 10 MPH.

**Cold Weather Speed Restrictions**

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

Trains over 100 TOB ..... 40 MPH.

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.

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.

**Duplicate Mileposts**—Due to duplicate mileposts on this subdivision, an alpha suffix is used between South Moorhead, MP 21.2X and JY Jct., 24.2X as provided by System Special Instructions.

**Speed Indicator Test Mile Locations**

WWD— MP 10.7 - MP 11.7

**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

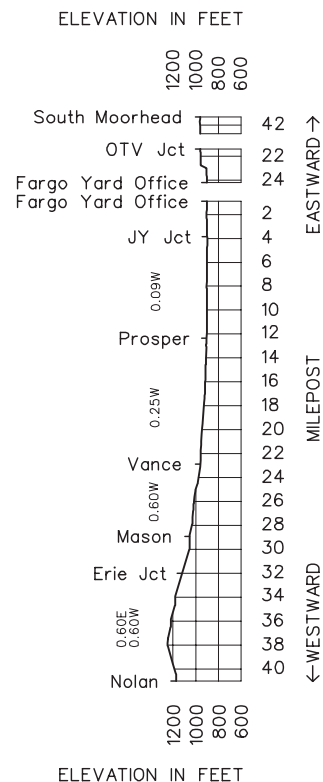
Line Segment Limits

- 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

10. Grade Charts



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Rolla Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper. Rule 6.28	Line Segment	Miles to Next Stn. ↑ EAST WARD
		05402	0.0	CHURCHES FERRY	JT	Rule 6.28		15.4
		58015	15.3	CANDO				12.5
		58028	28.0	BISBEE	U	TWC	267	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

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Westhope Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper. Rule 6.28	Line Segment	Miles to Next Stn. ↑ EAST WARD
		05441	0.0	RUGBY	JT	Rule 6.28		12.8
		58213	12.5	BARTON				8.4
		58221	21.0	WILLOW CITY	U	TWC	269	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

**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.

**1(B). Speed—Permanent Restrictions**

MP 28.4, NRR Diamond - Westhope Subdivision ..... 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**

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**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

**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.**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****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**

NPRR Crossing Bisbee (Rolla Subdiv.)

NPRR Crossing 7.4 miles west of Willow City (Westhope Subdiv.)

**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**

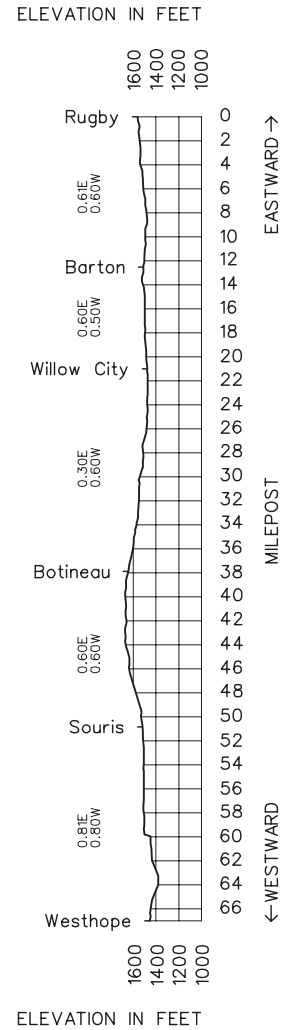
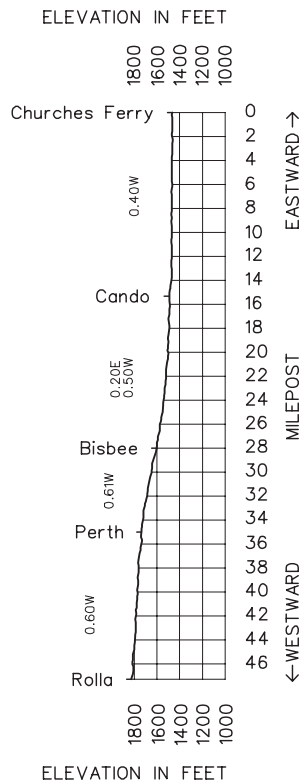
267 ..... Churches Ferry to Rolla

269 ..... Rugby to Westhope

**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

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Sarles Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	05359	0.0	LAKOTA	JT	Rule 6.28		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**

**Freight**

Lakota to Sarles ..... 25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 0.4 ..... 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

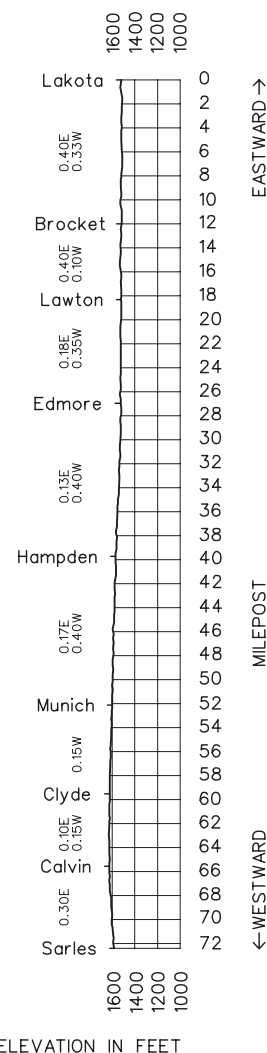
MP 69.0 to MP 71.0

**8. Line Segments****Road Line Segments****Line Segments Limits**

279..... Lakota to Sarles

**9. Locations Not Shown as Stations—None****10. Grade Charts**

ELEVATION IN FEET



ELEVATION IN FEET

WEST WARD ↓	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.	EAST WARD ↑
			11.7	UNIVERSITY	JX(2)Y	4MT CTC		0.8	
		00439	12.5	35th AVENUE	XY	2MT CTC		1.3	
			13.8	44th	Y	CTC		0.1	
		00441	13.9	NORTHTOWN	BTY	2MT CTC		1.8	
		00442	15.5	INTERSTATE	X(2)Y			5.7	
		00448	21.1	COON CREEK	JX(2)			5.7	
		00453	26.8	ANOKA	X	DT TWC ABS		11.7	
		00465	38.6	ELK RIVER	X			8.4	
		00475	47.0	BIG LAKE		CTC		10.5	
		00482	57.5	BECKER				5.2	
		00490	62.7	CLEAR LAKE		2MT CTC		3.3	
			66.0	MP 66	X(2)			7.9	
		00502	73.9	ST. CLOUD	JTX(2)	DT TWC ABS		4.4	
		00506	78.4	SARTELL	X			9.9	
		00516	88.7	RICE	X			14.7	
		00531	103.3	GREGORY				2.8	
10,725	00533	106.0	LITTLE FALLS	T		CTC	25	4.4	
11,618	00538	110.8	DARLING					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)		2MT CTC		2.1	
		150.1	WEST STAPLES	X(2)				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		2MT CTC		7.8	
	00650	230.6	MANITOBA JCT.	JTX				3.8	
	00653	234.4	HAWLEY	X(2)				14.5	
	00668	248.8	GLYNDON	JX				1.4	
	00670	250.3	EAST DILWORTH	XY				232.0	

**Radio Channel No. 15 Authority Channel - West Hump Dispatcher**

**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		Northtown - 15(X)
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

University to East 35<sup>th</sup> Ave. 8-234-6401, West Hump Dispatcher

### 1. Speed Regulations

#### 1(A). Speed—Maximum

	Passenger	Freight
University to East Dilworth .....	79 MPH. ....	60 MPH.
Against the current of traffic on double track .....	59 MPH. ....	49 MPH.
Trains consisting entirely of loaded double stack equipment, not exceeding 105 TOB .....		60 MPH.

#### 1(B). Speed—Permanent Restrictions

MP 11.4 to MP 11.9, MT 1 .....	45 MPH. ....	45 MPH.
MP 11.4 to MP 12.5, MT 2 .....	45 MPH. ....	45 MPH.
MP 11.4 to MP 12.5, MT 3 .....	25 MPH. ....	25 MPH.
MP 11.4 to MP 11.7, MT 4 .....	25 MPH. ....	25 MPH.
MP 12.5 to MP 13.8 .....	45 MPH. ....	45 MPH.
MP 13.8 to MP 15.5, MT 1 .....	45 MPH. ....	45 MPH.
MP 13.8 to MP 15.5, MT 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 62.2 .....	75 MPH. ....	
MP 62.2 to MP 62.7 .....	70 MPH. ....	
MP 62.7 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, MT 2 .....	25 MPH. ....	25 MPH.
MP 139.7 to MP 148.1, MT 1 .....	25 MPH. ....	25 MPH.
MP 187.4 to MP 187.2, MT 2 .....	55 MPH. ....	55 MPH.
MP 201.1 to MP 199.5, MT 2 .....	55 MPH. ....	55 MPH.
MP 208.4 to MP 208.0, MT 2 .....	55 MPH. ....	55 MPH.
MP 224.4 to MP 221.6, MT 2 .....	50 MPH. ....	50 MPH.
MP 228.1 to MP 229.7, MT 1 .....	70 MPH. ....	
MP 229.7 to MP 228.1, MT 2 .....	60 MPH. ....	
MP 234.5 to MP 234.0, MT 2 .....	60 MPH. ....	
MP 187.2 to MP 187.4, MT 1 .....	60 MPH. ....	
MP 199.5 to MP 201.1, MT 1 .....	60 MPH. ....	
MP 208.0 to MP 208.4, MT 1 .....	60 MPH. ....	
MP 221.6 to MP 224.4, MT 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

All turnouts located between East and West University, except the 02, 05, and 07 crossover .....	12 MPH. ....	12 MPH.
02, 05, and 07 crossover .....	25 MPH. ....	25 MPH.
Note: the 02 crossover connects MT 1 with MT 2.		
the 05 crossover connects MT 2 with MT 3.		
the 07 crossover connects MT 3 with MT 4.		

All turnouts located between

East and West 35th Avenue .....	12 MPH. ....	12 MPH.
except the 04 turnout .....	25 MPH. ....	25 MPH.
Turnout at 44th (MP 13.8) .....	35 MPH. ....	35 MPH.
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, trains over 100 TOB .....	10 MPH.
Little Falls, on controlled siding and turnouts .....	25 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 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.	

**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 symbol intermodal trains or single-level loaded intermodal trains may operate at maximum authorized speed.)

Passenger trains—do not exceed 65 MPH.

System Special Instructions, item 1(A), applies on controlled sidings at Little Falls, Darling and Randall.

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

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

University 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

**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.—Ulen Industrial Spur MP 2.3 to MP 11.9

Hawley—elevator 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 11.4 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.

**At Northtown**—Eastward trains departing for LaCrosse will receive one track warrant with all applicable track bulletins for movement between Northtown and LaCrosse for the LaCrosse/St. Croix Dispatcher.

**Yard Limits**—in effect:

Northtown, MP 11.4 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)

**University to Coon Creek**—Movements authorized by West hump Dispatcher.

**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 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 Excepted 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 Must notify the train dispatcher.

**Speed Indicator Test Mile Locations**

WWD—MP 28.0 - MP 29.0

EWD—MP 122.0 - MP 121.0

EWD—MP 219.0 - MP 218.0

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

Cars set out for Champion Paper must be left west of the 8th St. Crossing.

**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.

**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.

**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 LMN807 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

CP MP 394.4 Main 1 ..... Wayside

**The following speed signs are in effect on the CP Railroad:**

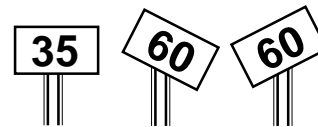
**Speed Control Signs****5.5.1-5.5.2 Name—Speed Sign**

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.

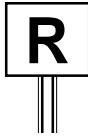


Figure 7

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.

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

**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 switchtender.

After movement is completed, the switch will be restored to power and the switchtender, 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.

**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**

467 .....	Northtown—Mississippi St. University Ave.
530 .....	Grove Yard—Northtown Jct. 27th Ave. NE
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
25 .....	University to Northtown
32 .....	Glyndon to Felton
246 .....	Manitoba Jct. to Ulen

**Ballast Pits**

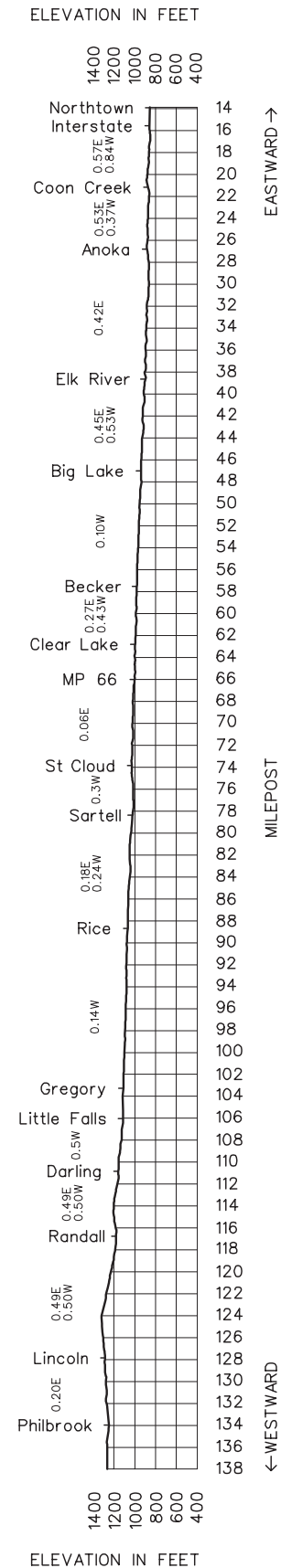
**Line Segment Limits**

581 .....	St. Cloud
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## 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
NSP Becker	MP 57.14	Yard	West
Rice Elevator Track	MP 88.8	30	West
52506 Belle Prairie	5.6 west of Little Falls	5	East
52509 Camp Ripley	7.8 west of Little Falls	28	Both
00523 Royalton	7.0 west of Rice	30	West
Randall Stub Track	MP 116.8	5	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.	110	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
00485 Edling Spur	4.3 east of Clear Lake	5	
Liberty Paper	3.0 east of Becker	Yard	East
Fertilizer Trk. Big Lake	MP 47.0	15	East
Cargill Elev. Spur	0.2 east of Big Lake	8	East
Randall Stub Trk.	MP 116.4	5	East
00464 REA Spur	0.8 east of Elk River	5	East
00502 St. Cloud	1.4 west of St. Cloud	Yard	Both
09072 Collegeville	1.0 west of St. Cloud	8	West
Cold Spring Granite Spur	15.2 west of St. Cloud	42	West
Cold Spring Elevator Track	15.4 west of St. Cloud	23	West
Cold Spring Siding	15.6 west of St. Cloud	31	Both

## 10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	St. Croix Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		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		5.2	
			323.6	CP 3236				2.1	
	10,145	00324	325.7	EAST WINONA		CTC		2.5	
		00326	328.2	WINONA JCT.				5.7	
		00332	333.9	FOUNTAIN CITY	X	DT ABS TWC		9.2	
		00341	343.1	COCHRANE	X			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		DT ABS TWC		5.3	
		00394	396.3	DIAMOND BLUFF				11.3	
		00405	407.6	PRESCOTT		CTC		0.2	
	00407	407.8	BURNS			2.7			
	00409	410.5 CPRS MP Loc. 392.1	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.
Trains consisting entirely of loaded double stack equipment, not exceeding 105 TOB .....	60 MPH

**1(B). Speed—Permanent Restrictions**

MP 300.1 to MP 301.8 (HER) .....	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.
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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.

**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 symbol intermodal trains or single-level loaded intermodal trains may operate at maximum authorized speed.)

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

**CTC—in effect:**

MP 302.8 to MP 303.2, Sullivan

MP 323.6 to MP 328.2, CP 3236 to Winona Jct.

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 299.8 to MP 302.8, North LaCrosse

MP 303.2 to MP 323.6, Sullivan to CP 3236

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 303.2 to MP 323.6, Sullivan to CP 3236

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, Prescott to Bay City

**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 303.2 to MP 323.6 ..... Sullivan to CP 3236

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.

#### 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 Excepted Track—None

#### 7. Special Conditions

##### Speed Indicator test Mile Locations—

WWD—MP 315.0 - MP 316.0  
 WWD—MP 339.0 - MP 340.0  
 EWD—MP 381.0 - MP 380.0  
 EWD—MP 403.0 - MP 402.0

##### Regarding stations with crossovers indicated in the station column:

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

**North LaCrosse**—Permission must be obtained from the LaCrosse yardmaster 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.

**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.

**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

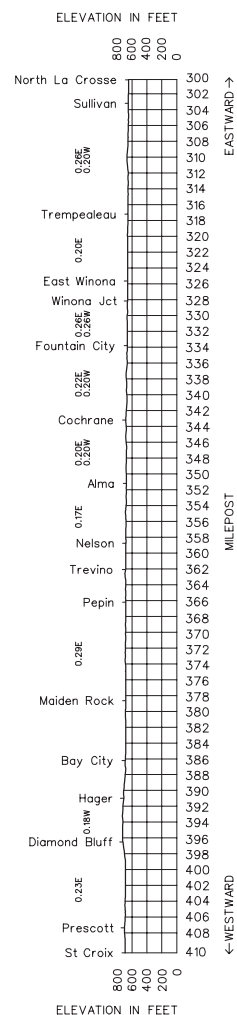
##### Line Segments Limits

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

#### 10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	St. Paul Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00409	410.5 CPRS 392.1	ST. CROIX	JX			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)		3	0.8
		CPRS 407.4 (2)	ST. PAUL YARD				0.5
	00426	428.3	DAYTONS BLUFF		2MT CTC		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		25	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			31.2

**Radio Channel No. 70 in service for road crews between St. Croix and University.**

**Radio Channel No. 76 Authority Channel.**

Radio Call-In	
St. Croix - 49(X)	St. Paul 20(X)
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 University .....	70 MPH.	50 MPH.
St. Croix to University 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. .... 30 MPH.
MP 4.6 to MP 7.8 .....	45 MPH. .... 45 MPH.
MP 7.8 to MP 7.9 over Park Jct. crossing diamond .....	25 MPH. .... 25 MPH.
MP 7.9 to MP 11.4 .....	45 MPH. .... 45 MPH.

### 1(C). Speed—Switches and Turnouts

Park Jct., MP 7.9, east and west crossovers .....	25 MPH. .... 25 MPH.
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. .... 30 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** **Up to 100** **Over 100**  
**for eastward freight trains:** **tons/OB** **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.

### 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.

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 University ..... 143 tons, Restriction A

## 3. Type of Operation

**CTC—in effect:**

MP 410.5 to MP 11.4

### Two Main Track

MP 410.5 to MP 11.4

### 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 to MP 11.4

MT 2, MP 408.9 to MP 11.4

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.

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

**Mississippi St. to University**—Movements are authorized by West Hump Dispatcher Ft. Worth.

## 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 424.4—MT 1 only—Recall Code 208

**6. FRA Excepted Track—None****7. Special Conditions****Speed Indicator test Mile Locations—**

EWD-Main 1—MP 403.0 - MP 402.0

**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**

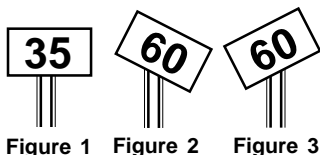
**5.5.1-5.5.2 Name—Speed Sign**

Figure 1      Figure 2      Figure 3

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

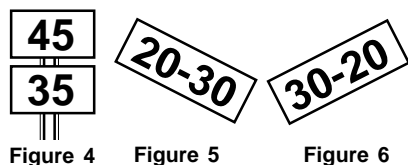


Figure 4      Figure 5      Figure 6

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.

**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 Mississippi St., MP 1.3, and East Minneapolis, MP 9.8**—Trains with cars 11'1" 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.

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

**MP 5.0 to MP 430.0**—Both Main Tracks between MP 5.0 and MP 430.0, BNSF ABTH Rule 101.29.4 requires the following: All train crew members on trains operating on grades above, must take action to stop train, with an emergency application of the brakes, should train exceed 5 MPH over maximum authorized speed.

**Daytons Bluff**—Loaded unit coal, taconite, potash or grain trains may use tracks 8001, 8002, 8002 or 8004 only.

**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.

### 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

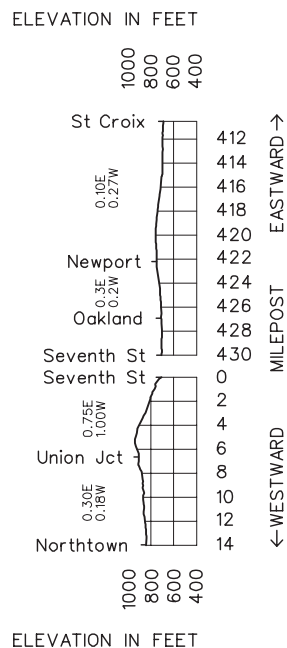
### Line Segment Limits

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			
Chermolite	6.3 east of Newport	23	Both

## 10. Grade Charts



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.
	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				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**

Grafton to Walhalla .....	<b>Freight</b> 25 MPH.
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**1(B). Speed—Permanent Restrictions**

MP 0.0 to 2.0 .....	10 MPH.
MP 47.2 to MP 48.5 .....	10 MPH.
Grafton Highway 81 Crossing (HER) .....	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 to MP 47.2

**4. General Code of Operating Rules Items****Rule 6.28**—in effect:

MP 47.2 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.

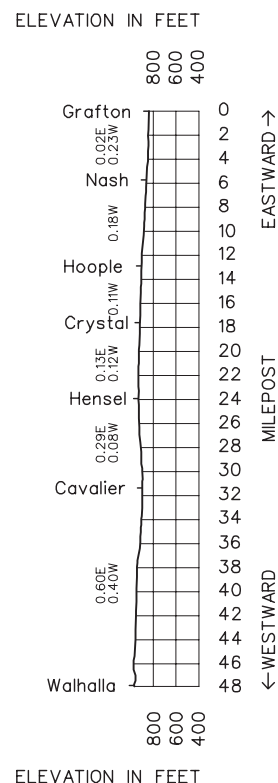
**Walhalla Subdivision**—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

**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

**10. Grade Charts**

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**GCOR and MWOR Rule 15.2A—Verbal Permission:**

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) \_\_\_\_\_ using track bulletin No. \_\_\_\_\_ (and/or Line No. \_\_\_\_\_) between MP \_\_\_\_\_ and MP \_\_\_\_\_ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP \_\_\_\_\_ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at \_\_\_\_\_ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed at \_\_\_\_\_ MPH between MP \_\_\_\_\_ and MP \_\_\_\_\_ and then proceed at .. \_\_\_\_\_ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding \_\_\_\_\_ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

**Report Trespassers**  
**1-800-832-5452**

**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