



Minot Division

Timetable No. 1

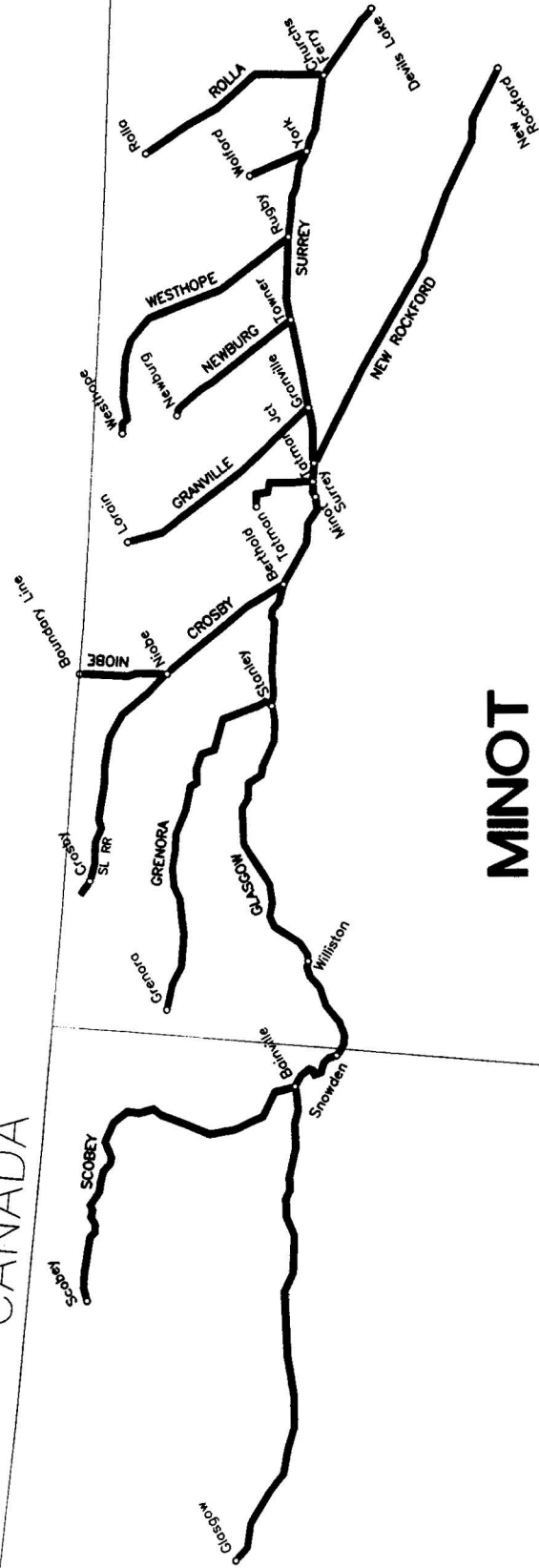
**IN EFFECT AT 0001
Central & Mountain Continental Time**

Sunday April 10, 1994

**Division Superintendent
J.L. HILL
Minot, ND**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**

CANADA



MINOT DIVISION

MT ND

1. Fuel Tender Placement—

For unit grain or coal trains with three or more locomotives, fuel tender must be separated from the train by at least one locomotive.

On 54 car grain trains with two or less locomotives the fuel tender cannot be used.

For all other trains, fuel tender may be first car in train, or may be ahead of the last locomotive.

2. Revenue Movement of Locomotives over Burlington Northern—

If a foreign locomotive is offered in interchange from a connecting carrier, or direct from a shipper on Burlington Northern, it must be verified at those points.

1. There are proper waybills in BN's possession.

2. That the continued movement over BN property is valid and in compliance with all Federal Regulations (CFR46 229.9) governing locomotives being moved dead, before continued movement is allowed.

3. Safety Committee Hot Line—

An employee Safety Committee Hot Line has been established in Minot for use by all Minot Division employees.

This telephone will be monitored daily. Employees should call this number with any emergency issues. Please leave your name and be specific as possible in identifying a problem area or incident. It is our intent to respond to all individuals as soon as possible to inform them of corrective action. (280-7938)

4. Daily Locomotive Inspection Policy—

Effective April 16, 1990 the following daily locomotive inspection policy is in effect:

1. Compliance with Daily Locomotive Inspection laws must be enforced (RUL 229.21)

2. Engineers will be supplied with the new daily inspection form (Form 16450) which are now available. The engineers will be responsible for maintaining possession of the 16450 Forms.

3. It is essential all operating personnel comply and lend support to the new policy which is as follows:

A. It will be the responsibility of the engineer to inspect Form 16450 and Form 15042 for each locomotive in the consist. If the daily inspection record in the cab, Form 15042, indicates that the inspection for the current calendar day has not been performed the engineer will be responsible for making the inspection, even if he will be going to a mechanical facility before the end of the current calendar day.

B. The daily inspection is to be done during the first tour of duty following 001 hours without further train delay. The engineer is responsible for performing the inspection before ending tour of duty on such calendar day.

C. If a defect is found, the engineer will comply with Rule 123(D) and/or Rule 125 of the Air Brake and Train Handling Rules. Any FRA defects written on this form, must be signed off by the operating or mechanical employee making the repairs before:

1. The Locomotive is used and;

2. The locomotive is sent to the assignment point.

If the locomotive is to be moved under Rule 125, Movement of Non-complying Locomotives, Form 16450 showing the defects to remain on the locomotive in the holder with the Cab Card, Form 15042.

Form 16450 must accompany the engineer's daily timeslip at the end of tour of duty unless FRA defects have not been repaired, and signed off. Form 16450 must then be left at a location with the locomotive to be signed off by the person making the repairs, who will then be responsible for sending the signed report to the assignment point.

D. The agents, clerks, or operating personnel who will process engineer's timeslips will be issued region instructions on forwarding the daily inspection sheets to the assigned maintenance facilities..

4 MINOT DIVISION SPECIAL INSTRUCTIONS

5. Air Repeater Car Operation—

System Special Instructions Item No.4, contain information covering air repeater operation.

The following information concerns Air Car tests:

Anytime a brake pipe leakage test is required:

- Locomotive brake pipe 90 PSI.
- Dial Air Car number on head-end device.
- Charge until head-end device reads 75 PSI.
- Dial R-O-T number on head-end device.
- Charge until head-end device reads 80 PSI.
- Make brake pipe leakage test.

Air Car Operation:

1. Air car must be operated with Rear-of-Train device.
2. Air car must be operated in approximate middle of the train.
3. Caboose is not required.
4. Brake pipe pressure may be greater on last car than on locomotive.

Air repeater car waiver from the FRA—

BN has been given relief from the obligation to conduct a leakage test on the portion of the train to the rear of the repeater unit. To comply with this waiver we must meet the following three conditions:

1. When repeater air equipment is used, it must be determined that the brake pipe leakage does not exceed five pounds per minute and that the gradient does not exceed 15 pounds of the feed valves setting of the hauling locomotive (90 PSI) in the portion of the train ahead of the repeater unit;
2. The brake pipe gradient of the portion of the train behind the repeater car unit must not exceed five pounds of the discharge pressure value at the repeater air unit; and
3. The railroad must provide an operative telemetry receiver display unit located in the engineers normal operating position in the cab of the controlling locomotive, and an end-of-train device (EOT) at the rear of the last car in the portion of the train ahead of the repeater air unit or in the lead end of the repeater air unit which will transmit information to the controlling locomotive concerning the portion of the train behind the repeater unit.

The Waiver translated into the following—

- Maximum leakage between the locomotive and the air repeater car is 5 PSI.
- Maximum gradient between the locomotive and the air repeater car is 15 PSI.
- Maximum gradient between the air repeater car and the last car in train is 5 PSI.
- There is no requirement to test for leakage between the air repeater car and the last car in the train.

All air repeater cars are equipped with modified EOT unit as required by the waiver. The EOT ID number is the same as the air repeater car number. Example: ID 00022, for BNH-22. Use of this device will allow the engineer to test the front half of the train for both gradient and leakage in the same manner now used to make a brake pipe leakage test. The method is outlined in Rule 205 of the Air Brake and Train Handling Rules.

Due to approximately 20 percent increase in brake pipe pressure through the air repeater car, help is needed to determine the correct 5 PSI gradient on the rear half of the train. To do this the engineer must dial in the End-of-train ID number and use the following chart:

BRAKE PIPE PRES- SURE INTO AIR CAR (Same as pressure read on head end device during brake pipe leakage test)	BRAKE PIPE PRES- SURE OUT-AFTER 20% BOOST	MINIMUM BRAKE PIPE PRESSURE ON LAST CAR IN TRAIN (Also read on head end device)
90	108	103
89	106	101
88	105	100
87	104	99
86	103	98
85	102	97
84	100	95
83	99	94
82	98	93
81	97	92
80	96	91
79	94	89
78	93	88
77	92	87
76	91	86
75	90	85

All air repeater car trains must operate with an EOT device. Even trains that operate with a caboose.

The air repeater car should be placed in the middle of the train.

No reports or test forms are required in the operation of air repeater car trains.
Air flow method of qualifying trains may not be used.

Pocket size copies of the chart showing the minimum brake pipe pressure for the last car will be supplied to trainmasters by managers of operating practices.

6. Instructions to Conductors--

When setting cars out on line including bad orders, the details of activity for each car must be recorded on a copy of the wheel report and submitted to a clerk or agent at the end of each tour of duty. This information is to include:

- Exact location where cars are spotted or set out
- Time and date set out
- If unable to spot cars at proper location, indicate any condition which prevented car(s) from being properly spotted.

This information is necessary to maintain expedient service to our customers and proper records of car movements.

If car bad ordered, state specific defect and wheel number if applicable.

Conductors are required to submit a train delay report with their timeslip whenever operating outside the switching limits of their headquarters.

7. Shut-down and Restart of Locomotives-

Locomotives tied up at outlying points which will not be in service for a period of one hour or more must have the diesel engine shut down and locomotive properly secured when ambient temperature is expected to be 40 degrees or above.

In addition to complying with the requirements of Rule 417 of the Air Brake and Train Handling Rules (BN FORM 15338 10-89, revised 10-90), locomotive engineers are reminded to open main battery switch before leaving locomotive. On EMD locomotives the main battery switch must not be opened until after turbo aux. pump light has gone out. This indicated that the 15-35 minute cycle necessary to cool turbocharger bearings has expired.

In the event the locomotive fails to re-start the appropriate train dispatcher and Diesel Shop must be notified in order to initiate action to correct the situation.

Locomotives must not be shut down when the ambient temperature is expected to be 40 degrees fahrenheit or below.

8. Temperature Restrictions-

Cold and hot weather restrictions will be placed as conditions require.

9. Right of Way Fires-

Conductor must advise train dispatcher if his train started fires, and the cause of the fire. A written report will be filed prior to going off duty.

10. Conductor Delay Reports-

Effective immediately please FAX all Conductor Delay Reports, train calls and any other pertinent information for the following trick dispatchers to the following numbers:

Northtown District #6 782-3406
 Northtown District #7 782-3407
 Northtown District #13 782-3413
 Seattle (Havre East) 625-6179
 Montana and Spokane ACD 625-6652
 Hi Line Crew Manager 625-6652

11. 911 Emergency Number-

A 911 Emergency Call-in is available on the Seattle and Northtown dispatcher radio network. When an emergency exists, portable, mobile and train radios operating on the dispatcher frequency can enter "911" on their touchtone pads to immediately alert the dispatcher to an emergency call.

The mobile caller will receive three short answerback tones, indicating the "911" call has been sent to the dispatcher office. The dispatcher office communication equipment will recognize the "911" and give the call priority over other dispatcher radio activity. Audio from the mobile center will be connected directly to the dispatcher console speaker. This is to be used only for emergencies.

12. Break in Two Reports-

Due to the increased number of air hose separations and break-in-twos the following instructions apply on the Minot Division:

1. When a train has stopped for an emergency application for any reason the crew must notify the dispatcher immediately.
2. As soon as the reason for the emergency has been determined the dispatcher must be informed of the milepost location, location of train, car number(s).
3. Upon arrival at the terminal the engineer must complete a break-in-two report for any train separation regardless of cause. In addition call Manager of Operating Practices at 857-6615 to discuss the break-in-two or leave a message explanation of the break-in-two.

The dispatcher must send the appropriate report concerning the incident to the Havre Car Shop, Fort Worth Network Control and the appropriate Minot Division officers. The dispatcher must also arrange to have the Pulse tapes removed at the next forward location and forwarded to Manager of Operating Practices at Minot.

13. Refueling Locomotives at Minot and Gavin Yard-

Train crews arriving at Minot or Gavin Yard will contact the Yardmaster at Gavin Yard and inform him of the amount of fuel remaining in each unit in their locomotive consist. This must be done sufficiently in advance of arrival to allow arrangements to be made for refueling if necessary.

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Surrey Subdiv MAIN LINE STATIONS			Distance from Devils Lake	↑ EASTWARD
					Trk	Rule 4.3	Oper		
		05383	33	85.3		DEVILS LAKE BJTXY		0.0	
6,511	05402			104.2		18.9	CHURCHS FERRY JT		18.9
8,214	05414			115.7		11.5	LEEDS		30.4
4,540	05420			121.9		6.2	YORK JT		36.6
	05428			127.8		5.9	KNOX	TWC	42.5
	05432			133.4		5.6	PLEASANT LAKE	ABS	48.1
6,286	05441			142.4		9.0	RUGBY JT		57.1
3,586	05446			147.6		5.2	TUNBRIDGE		62.3
8,882	05460			161.3		13.7	TOWNER JT		76.0
3,574	05481			182.0		19.7	GRANVILLE JT		95.7
3,621	05487			188.9		6.9	NORWICH		102.6
	05495			196.3		7.4	SURREY JX	CTC	110.0

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

Train Dispatcher Calls: Devils Lake-19, Leeds-10, Towner-09 and Gavin-97.

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

1. Maximum Speeds Permitted-

	Passenger	Freight
Devils Lake to Surrey	79 MPH.	50 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 105.2 to MP 105.5	70 MPH.	
MP 114.0 to MP 147.0	50 MPH.	40 MPH.
MP 147.0 to MP 163.4	60 MPH.	40 MPH.
MP 163.4 to MP 167.0	50 MPH.	40 MPH.
MP 167.0 to MP 196.0	60 MPH.	40 MPH.
All sidings		10 MPH.
Surrey through No. 20 turnouts	35 MPH.	35 MPH.
Freight trains over 100 tons/OB		40 MPH.
Head end speed restrictions for westbound freight trains as follows:	Up to 100 tons/OB	Over 10 tons/OB
Signal 88.5 between Devils Lake and Penn	45 MPH.	35 MPH.

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

Item 1A, All Subdivisions, applies.

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

2. Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

Devils Lake to Surrey	143 tons
York to Wolford	134 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.	

Six axle locomotives not permitted on the following tracks:

Devils Lake—Industry and wye tracks except Harvest State Elevator tracks at MP 87.7,
Leeds—any tracks south of main track.

York, Granville, Rugby, Churches Ferry—Six axle locomotives not permitted on wye track.

3. Type of Operation—

TWC Instructions—Track Warrant Control in effect on this Subdivision.

Devils Lake—Westward NRPC trains, Engineer or Conductor will copy own track warrant by radio.

Rule 6.13 Yard Limits— in effect:

MP 89.0 to MP 84.3

4. General Code of Operating Rules Items—

Rule 6.19— When flagging is required, distance will be 2.5 miles.

Rule 6.28 Applies— Track between York and Wolford is industrial track. Maximum speed 25 MPH.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

Grand Harbor (EWD) . . . MP 92.6 (DED Only)

6. FRA Excepted Track— NONE

7. Special Conditions—

Sidings— Freight trains over 100 Tons/OB must not use any sidings except Churches Ferry, Leeds, Rugby and Towner .

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

Westward and eastward trains between MP 94.0 to MP 95.0 between Devils Lake and Churches Ferry.

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

Automatic Interlockings not indicated at Station—

Soo Line Crossing 4.7 miles west of Devils Lake

Train Inspection— Between Tunbridge and Pleasant Lake— Freight trains will make roll-by inspection of their train. In the absence of inspection being provided by other employees, crew on train will make their own inspection.

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

8. Other Line Segments—

Yard Line Segments—NONE

Other Road Line Segments—

Line Segment	Limits	Mileposts
272	Tatman Spur	0.0 to 16.7

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
05396 Penn	12.7 west of Devils Lake	15	East
58114 Wolford	14.0 west of York	32	Both
05468 Denbigh	8.4 west of Towner	15	East

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	New Rockford Subdiv MAIN LINE STATIONS			Distance from New Rockford	EASTWARD
					Trk	Rule 4.3	Oper		
	11,516	00808	34	124.3	NEW ROCKFORD	JT	0.0		
	8,552	00820		124.3	12.5	BREMEN		12.5	
	9,078	00833		136.8	12.7	HEIMDAL		25.2	
	8,994	00845		149.5	12.4	SELZ		37.6	
	9,526	00861		161.7	15.3	AYLMER		52.9	
	9,388	00870		177.0	9.8	GUTHRIE	CTC	62.7	
	9,168	00883		186.8	12.8	KARLSRUHE		75.5	
	9,782	00896		199.6	12.3	SIMCOE		87.8	
		05495		211.9	14.1	SURREY	J	101.9	
		00911		226.0	2.3	GAVIN YARD	BJKT	104.2	
		00913	33	199.7	1.8	J D SWITCH	X(2)	106.0	
				203.2	3.5				
		00917		0.0	MINOT	KX	109.5		

BN Radio Channel No. 1 in service between Surrey and Minot
 BN Radio Channel No. 2 in service between Surrey and New Rockford
 BN Radio Channel No. 3 in service at Gavin Yard
 Train Dispatcher Call-in: New Rockford-20, Selz-17, Alymer-26, Simcoe-15, Gavin-07,
 See inside of back cover for routes, times and stops for NRPC trains.

1. Maximum Speeds Permitted-	Passenger	Freight
Head end restriction MP 124.0 to MP 124.7		50 MPH.
Surrey through turnouts	35 MPH.	35 MPH.
Between Surrey and J. D. Switch		
MP 225.5 to MP 199.7	60 MPH.	50 MPH.
Between J. D. Switch and Minot		
MP 199.7 to MP 200.9 on Main 2	60 MPH.	50 MPH.
Between J. D. Switch and Minot		
MP 200.9 to MP 202.2 on Main 2	60 MPH.	35 MPH.
Between J. D. Switch and Minot		
MP 203.2 on Main 2	35 MPH.	35 MPH.
Between west crossover J. D. 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 J. D. Switch		25 MPH.
Head end speed restrictions for westbound freight trains as follows:	Up to 100 tons/OB	Over 100 tons/OB
Signal 2485.5 on main track No. 2 Minot		30 MPH.
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.		

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

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

New Rockford to Minot 143 tons

Tatman Jct to Tatman 134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives not permitted on the following tracks:

New Rockford – Oil Spur, and between Tatman Jct and Tatman.**3. Type of Operation–****TWC Instructions–****Dilworth–**Westward trains destined Minot Division, New Rockford Subdivision, will obtain track warrant and secure track bulletin(s).**Minot–**Eastward trains destined New Rockford and Surrey Subdivision will copy track warrant and secure track bulletin(s).**Rule 6.13 Yard Limits–** in effect: NONE**4. General Code of Operating Rules Items–****Rule 6.19 –**When flagging is required, distance will be 2.5 miles.**Rule 6.28 Applies–**

Between east and west Wye switches, Gavin Yard, and Tatman is industrial track.

Rule 10.2– Following switches not equipped with electric locks:**5. Trackside Failed Equipment Detectors (FED)–****A. Protecting bridges, tunnels or other structures:**

Karlsruhe (WWD) MP 202.0

Simcoe (EWD) MP 209.2 (DED Only)

B. Other FED locations:

Hamburg MP 142.4

Clifton MP 168.7

Karlsruhe MP 202.0

Simcoe MP 209.2 (DED Only)

6. FRA Excepted Track–NONE**7. Special Conditions–****Minot–** Westward trains at Simcoe will call Gavin Yardmaster for instructions.

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

New Rockford–East end of south siding switch leading to RRVW, must be lined and locked for the RRVW.**Speed Test Boards–** Engineers shall test speed of their trains passing following locations:

Westward and eastward trains, between MP 146.0 to MP 147.0, approximately 4 miles west of Hamberg.

Eastward and westward trains, between MP 221.0 to MP 220.0, approximately 4 miles east of Surrey.

Train Inspection– Minot– Roll–by inspection required of departing trains at speed not exceeding 10 MPH. Unless otherwise provided, in–bound train crew will make inspection of departing train.

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

8. Other Line Segments-

Yard Line Segments-

Line Segment	Limits
468	Gavin Yard
565	Minot Yard

Other Road Line Segments-NONE

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
00827 Hamberg	6.1 west of Bremen	29	Both
00839 Wellsburg	6.1 west of Heimdahl	46	East
58515 Tatman	15.8 west of J D Switch	182	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Glasgow Subdiv MAIN LINE STATIONS		Distance from Minct
				Trk	Oper	
	00917	35	0.0	2MT	MINOT KX	0.0
			0.5		SOO TOWER LX(2)	0.5
			4.7		W/L SWITCH	4.7
			5.9	2MT	GASSMAN SWITCH	5.4
	00930		13.9		DES LACS	13.9
9,880	00939		22.7		BERTHOLD J	22.7
9,090	00956		39.4		BLAISDELL	39.2
N12,662						
S9,863	00970		54.3		STANLEY JT	54.0
8,264	00978		61.5		ROSS	61.3
6,708	00990		73.5		WHITE EARTH	73.3
	00998		81.8		TIOGA	81.2
12,448	01003		87.4		TEMPLE	86.7
8,665	01015		99.0		WHEELLOCK	98.3
	01020		104.5	DT	EPPING	103.3
	01036		121.1		WILLISTON BKT(2)	120.4
15,021	01049		133.2		TRENTON	132.4
12,267	01063		147.2		SNOWDEN JT	146.3
8,552	01075		159.2		BAINVILLE J	158.3
8,437	01089		173.5		CULBERTSON	172.8
8,430	01095		179.1		BLAIR	178.1
12,990	01108		192.8		BROCKTON	191.8
8,422	01122		206.8		POPLAR	205.8
8,424	01138		222.1		MACON	221.2
14,025	01144		227.3		WOLF POINT	227.0
8,422	01155		239.2		OSWEGO	238.3
8,495	01187		251.8		KINTYRE	250.7
8,431	01179		263.2		NASHUA	262.1
11,700	01192	277.5		GLASGOW BK	276.6	

See back page for AMTRAK schedule
 BN Radio Channel No. 1 in service on this Subdivision.
 Train Dispatcher calls: Berthold-01, Stanley-12, White Earth-02, Tioga-03, Epping-04,
 Williston-06, Culbertson-14, Poplar-15, Wolfpoint-16, Fraser-17, Glasgow-18.

1. Maximum Speed Permitted -	Passenger	Freight
Minot and Glasgow	79 MPH.	60 MPH.
Against the current of traffic		
on double track	59 MPH.	49 MPH.
MP 0.0 to MP 1.2	35 MPH.	35 MPH.
MP 1.2 to MP 4.7	60 MPH.	55 MPH.
MP 4.7 to MP 5.2, Gassman Bridge	40 MPH.	40 MPH.

MP 5.2 to MP 11.2	60 MPH.	55 MPH.
MP 69.3 to MP 72.4	70 MPH.	
MP 72.4 to MP 81.8	65 MPH.	
MP 81.8 to MP 81.9	50 MPH.	50 MPH.
MP 81.9 to MP 90.1	70 MPH.	
Epping—Through equilateral turnout at end of double track to MP 104.0	50 MPH.	50 MPH.
MP 111.3 to MP 118.3	60 MPH.	
MP 118.3 to MP 119.3	60 MPH.	
MP 119.3 to MP 121.1	55 MPH.	50 MPH.
MP 121.1 to MP 128.7	60 MPH.	55 MPH.
MP 133.3 to MP 133.7	70 MPH.	
MP 176.1 to MP 178.8	70 MPH.	
MP 184.5 to MP 187.4	70 MPH.	
MP 213.1 to MP 213.5	65 MPH.	
MP 272.9 to MP 276.8	65 MPH.	
MP 276.8 to MP 277.3	55 MPH.	50 MPH.
MP 277.3 to MP 279.6	65 MPH.	
Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal including end of two main through turnout track Des Lacs		
	35 MPH.	35 MPH.
End of Two Main track through turnout Gassman Bridge		
	35 MPH.	35 MPH.
Stanley South siding		
	10 MPH.	10 MPH.
Tioga—Locomotives and cars on north L.P.G. track		
		5 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Minot to Glasgow 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Williston

—Through trains over 100 tons per operative brake not permitted on yard tracks.

—Six axle locomotives not permitted on Rip track, first track west of depot.

3. Type of Operations—

TWC—In Effect Between:

MP 104.5, Epping to MP 120.5, Williston

Between Epping and Williston, trains will not require Track Warrant authority when moving with the current of traffic.

Eastward Amtrak trains out of Havre will obtain track warrant from Havre East Dispatcher for territory between Havre and Bainville. A second track warrant received from Minot West Dispatcher will apply at Bainville.

All other eastward trains will receive their second track warrants from Minot East dispatcher at Glasgow which apply at Bainville.

All westward trains out of Minot will obtain track warrant from Minot West Dispatcher for territory between Minot and Bainville and a second track warrant received from Havre East Dispatcher will apply at Bainville

Track warrant series 7000 for trains operating between Minot and Bainville.

Track warrant series 2000 for trains operating between Havre and Bainville.

Central Standard Time applies between Minot and CTC Williston. Mountain Standard Time applies between CTC Williston and Havre.

Two main tracks— between MP 5.2 and MP 14, between 120.5 and MP 124.8

Double track— between MP 104.5 and MP 120.5

4. General Code of Rules Items—

Glasgow— Unless otherwise provided all train crews relieved at Glasgow must deliver all track warrants, track bulletins and messages to relieving conductor, engineer or both. If the relieving crew cannot personally confer with the crew being relieved, all track warrants, track bulletins and other pertinent information must be compared by the relieving conductor and engineer; and with the train dispatcher, before proceeding.

Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

Test Mile Locations—

MP 18.0 to MP 19.0
 MP 91.5 to MP 92.5
 MP 139.4 to MP 140.4
 MP 268.5 to MP 269.5
 MP 283.1 to MP 284.1

Minot—Eastward trains at Gassman Bridge will call the Gavin Yardmaster for instructions. Westward trains departing Gavin Yard will receive route instructions from Gavin Yardmaster.

Nashua—To prevent blocking the crossing at Nashua, Montana any longer than 5 minutes (GCOR 103F), the following restrictions apply for both main track and siding:

There is 6,200 feet between the west end and being clear of the crossing gates, therefore Nashua must not be used for meeting, passing or holding trains exceeding 6,200 feet in length except when one of the following conditions can be met.

Westbound trains—when the train holds back of the main road crossing at MP 263.2, and only then when movement begins it must continue until the crossing can be cleared.

Eastbound trains— when the train holds back of the main road crossing at MP 263.2, and only then when movement begins it must continue until the crossing can be cleared, train length is less than 2,000 feet to clear the crossing gates and the east end or the crossing can be cut with proper protection provided.

Manual Interlocking—Soo Tower operated by Mpls. dispatchers, permissible to use track and time for maintenance of way.

5. Trackside Failed Equipment Detectors (FED)—**A. Protecting Bridge, Tunnel or other Structures:**

Gassman Bridge (WWD) . MP 2.0 (DED Only) Both Tracks
 Gassman Bridge (EWD) . . MP 8.0 (DED Only) Both Tracks
 Culbertson (EWD) MP 177.2 (DED Only)
 Blair (WWD) MP 180.4 (DED Only)
 Sprole (WWD) MP 202.5
 Poplar (WWD) MP 209.3 (DED Only)

B. Other FED Locations:

Lonetree MP 20.1
 Palermo MP 46.5
 White Earth MP 67.5
 Ray MP 92.1
 Williston MP 115.7 Both Tracks
 Trenton MP 142.8
 Culbertson MP 167.1
 Sprole MP 202.5
 Wolf Point MP 234.2
 Frazer MP 248.0
 Nashua MP 269.0

6. FRA Excepted Track— NONE

7. Special Conditions—**Rule 10.2—**

Following switches are not equipped with electric locks:

Culbertson – Safflower Spur – Sprole

Frazer

Do not exceed 5 MPH over electronic scales on industry track at Macon.

8. Other Line Segments—NONE**9. Locations Not Shown as Stations—**

Name		Miles—Location	Capacity Cars	Switch Opens
00934	Lonetree	4.1 west of Des Lacs	38	East
00963	Palermo	7.0 west of Blaisdell	28	Both
01009	Ray	6.8 west of Temple	66	Both
01047	Koch	2.5 east of Trenton	Yard	East
01116	Sprole	6.6 east of Poplar	10	West
01162	Frazer	5.1 east of Kintyre	40	East

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Rolla Subdiv BRANCH LINE STATIONS			Distance from Church Ferry	EAST WARD ↑
					Trk	Rule 4.3	Oper		
		05402	267	0.0		CHURCHS FERRY	JTY	0.0	
	2,592	58015		15.3		CANDO		15.4	
		58028		28.0		BISBEE	U	27.9	
		58035		35.0		PERTH		35.2	
		58047		47.3		ROLLA		47.4	
								TWC	

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

Train Dispatcher Calls—Churchs Ferry—10

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Westhope Subdiv BRANCH LINE STATIONS			Distance from Rugby	EAST WARD ↑
					Trk	Rule 4.3	Oper		
		05441	269	0.0		RUGBY	JT	0.0	
		58213		12.5		BARTON		12.8	
		58221		21.0		WILLOW CITY		21.2	
		58238		37.9		BOTTINEAU		38.1	
		58262		61.5		LANDA		61.7	
		58267		67.0		WESTHOPE		67.2	
								TWC	

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

Train Dispatcher Calls—Rugby—09, Bottineau—13

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Newburg Subdiv BRANCH LINE STATIONS			Distance from Towner	EAST WARD ↑
					Trk	Rule 4.3	Oper		
		05460	270	0.0		TOWNER	JT	0.0	
		58322		22.0		UPHAM		22.1	
		58335		34.8		NEWBURG		34.8	
							TWC		

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

Train Dispatcher Calls—Towner—09

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Granville Subdiv			Distance from Granville	EASTWARD
					BRANCH LINE	STATIONS	Trk		
					Rule 4.3	Oper			
		05481	271	0.0	GRANVILLE	JT	TWC	0.0	
		58413		12.9	DEERING			13.0	
		58424		24.3	GLENBURN			24.5	
		58435		35.1	LANSFORD	U		35.3	
		58446		46.2	MOHALL			46.4	
		58454		54.1	LORAIN			54.2	

**BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls—Granville—07**

1. Maximum Speeds Permitted—

	Freight
Churches Ferry to Perth	25 MPH.
Perth to Rolla	10 MPH.
Rugby to Bottineau	30 MPH.
Bottineau to MP 37.7 and MP 39.0	10 MPH.
MP 39.0 to Westhope	25 MPH.
Towner to Newburg	10 MPH.
Granville to Lorain	10 MPH.

Item 1A, All Subdivisions, 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:

24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) not permitted.

Six axle locomotives not permitted

Rolla Sub—

Churchs Ferry to Perth	134 tons
Perth to Rolla	131.5 tons

Westhope Sub—

Rugby to MP 63.0	134 tons
MP 63.0 to Westhope	131.5 tons

Newberg Sub—

Towner to Newberg	110 tons
-------------------------	----------

Only one four axle locomotive less than 265,000 pounds permitted.

Granville Sub—

Granville to MP 47.5	131.5 tons
MP 47.5 to Lorain	110 tons

3. Type of Operation—

TWC Instructions— Track Warrant Control in effect.

Rule 6.13 Yard Limits —in effect:

MP 0.0 to MP 1.0 between Churchs Ferry and Cando.

4. General Code of Operating Rules Items—

Rule 6.19— When required to flag, distance will be 1.0 mile.

Rule 6.28 Applies—

Track between MP 46.4 to MP 47.3 on Rolla Subdivision is industrial track. Derail placed on main track at MP 46.4.

Track between MP 66.8 to MP 67.7 on Westhope Subdivision is industrial track. Derail placed on main track at MP 66.4.

Track between MP 45.4 to MP 54.0 on Granville Subdivision is industrial track. Derail placed on main track at MP 45.4.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track—

Between Towner and Newburg (MP 0.0 to MP 34.8) and between Granville and Lorain – FRA excepted track – See GCOR Rule 6.12.

7. Special Conditions—

Churches Ferry, Rugby, Towner and Granville— Normal position of north wye switch is for west leg of wye.

Railroad Crossings not Indicated at Station—

Soo Line Crossing Bisbee (Rolla Subdiv.)

S00 Line Crossing 7.4 miles west of Willow City (Westhope Subdiv.)

Soo Line Crossing 4.0 miles east of Newburg (Newburg Subdiv.)

8. Other Line Segments—NONE**9. Locations not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
58007 Maza	7.1 west of Churches Ferry	28	Both
58251 Souris	13.0 west of Bottineau	40	Both
58430 Forfar	5.2 west of Glenburn	13	East

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Crosby Subdiv		Distance from Berthold	EASTWARD	
						BRANCH LINE STATIONS				
						Rule 4.3	Oper			
	1,913	00939	263	0.0		BERTHOLD	JY	0.0		
		58620		20.4		20.5	COULEE		20.5	
		58627		27.2		7.0	KENASTON		27.5	
	1,703	58634		33.9		6.7	NIobe	JY	34.2	
		58641		40.6		6.7	COTEAU		40.9	
		58655		54.8		14.2	LIGNITE		55.1	TWC
		58657		57.0		2.1	LIGNITE JCT	J	57.2	
		58665		64.5		8.0	KINCAID		65.2	
		58675		75.3		10.3	NOONAN		75.5	
		58688		89.5		13.2	CROSBY	TY	88.7	

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

Train Dispatcher Calls—Berthold—01 and Niobe—02.

- Maximum Speeds Permitted—**

Berthold and Niobe	Freight 25 MPH.
Niobe and Lignite Jct.—all empties	25 MPH.
Niobe and Lignite Jct.—any load(s)	10 MPH.
Lignite Jct. and Crosby	10 MPH.

Item 1A, All subdivisions, applies,

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

- Bridge and Equipment Weight Restrictions—**

Maximum Gross Weight of Car:

Berthold to Niobe 143 tons

Niobe to Crosby 131.5 tons

24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) not permitted.

Six axle locomotives not permitted between Niobe and Crosby
- Type of Operations—**

TWC— in effect on this subdivision.
- General Code of Rules Items—**

Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

Rule 6.13—Yard limits in effect between:

Berthold	MP 0.0 to MP 1.0
Niobe	MP 33.3 to MP 35.0
Crosby	MP 87.6 and 89.5
- Trackside Failed Equipment Detectors (FED)—**

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE
- FRA Excepted Track—**

From Lignite Jct MP 57.0 to Crosby MP 89.5. See GCOR Rule 6.12.

7. Special Conditions—

Niobe—Normal position of the junction switch is lined for the Niobe Subdivision.

Lignite Jct—Normal position of the junction switch is lined for Dakota Missouri Valley and Western.

Niobe and Crosby— Between May 1 and September 30 Loaded unit grain trains will be operated between the hours on 1900 and 0700 only.

Only twenty six (26) loads at a time may be handled between Niobe MP 34.5 and Crosby MP 89.5 , no restrictions on the number of empties.

8. Other Line Segments—**9. Locations Not Shown as Stations—**

Name		Miles—Location	Capacity Cars	Switch Opens
58607	Hartland	6.2 west of Berthold	21	Both
58654	TXL Track	13.2 west of Coteau	33	Both
58663	Stampede	5.9 west of Lignite Jct	34	Both

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Niobe Subdiv		Distance from Niobe	EASTWARD ↑	
						BRANCH LINE STATIONS				
						Rule 4.3	Oper			
		58634	264	0.0		NIOBE	J	0.0		
		58708		8.0		BOWBELLS	A	TWC	8.3	
		58721		20.8		NORTHGATE			21.1	
		58723		21.5		BOUNDARY LINE	J		21.7	

**BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls—Niobe—02.**

- Maximum Speeds Permitted**
 Niobe to Boundry Line **Freight 35 MPH.**
 Bowbells **25 MPH.**

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

- Bridge and Equipment Weight Restrictions—**
Maximum Gross Weight of Car:
 Niobe to Boundry Line 143 tons
 24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) not permitted.
- Type of Operations—**
 TWC— in effect on this subdivision.
Maintenance of Way—Recorded Train Location Line-up available on ths subdivision.
- General Code of Rules Items—**
Rule 6.19—When flagging is required flagging distance is 1.0 mile.
Automatic Interlockings not indicated at Station
 Soo Line crossing 1.5 miles east of Bowbells.
Northgate—When using Canadian National tracks, Canadian National Railway timetable and rules govern.
- Trackside Failed Equipment Detectors (FED)—**
 A. Protecting Bridge, Tunnel or other Structures: NONE
 B. Other FED Locations: NONE
- FRA Excepted Track—** NONE
- Special Conditions—** NONE
- Other Line Segments—** NONE
- Locations Not Shown as Stations—** NONE

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Grenora Subdiv BRANCH LINE STATIONS		Distance from Stanley	EAST WARD ↑
					Trk	Rule 4.3 Oper		
		00970	265	0.0	STANLEY	JT	0.0	
		58812		11.7	LOSTWOOD		13.2	
		58825		24.6	POWERS LAKE		26.0	
		58838		38.0	McGREGOR		39.5	
		58850		50.4	WILDROSE		51.8	
		58864		64.3	ALAMO	TWC	65.7	
		58870		69.8	APPAM		71.2	
		58875		74.6	ZAHL		76.0	
		58887		87.1	GRENORA	T	88.0	

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

Train Dispatcher Calls—Stanley—12, Powers Lake—02 and Wildrose—04.

- Maximum Speeds Permitted** **Freight**
 Stanley and Grenora 25 MPH.
 MP 24.4 to MP 24.9 10 MPH.
 Grenora—Engine or leading car over Main Street crossing 10 MPH.
 Item 1A, All Subdivisions, applies.

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

- Bridge and Equipment Weight Restrictions—**
Maximum Gross Weight of Car:
 Stanley to Zahl 143 tons
 Zahl to Grenora 131.5 tons
 24 ft ore cars (BN95500—95891, 96044—96085) and 35 ft ore cars (BN99000—99949) not permitted.
 Six axle locomotives heavier than 175 tons not permitted.
- Type of Operations—**
 TWC— in effect on this subdivision.
 Recorded Train Location Line-up available on this subdivision.
- General Code of Rules Items—**
 Rule 6.19— When required to flag, distance will be 1.0 mile.
- Trackside Failed Equipment Detectors (FED)—**
 A. Protecting Bridge, Tunnel or other Structures: NONE
 B. Other FED Locations: NONE
- FRA Excepted Track—**
 Zahl MP 74.6 to Grenora MP 87.1 . See GCOR Rule 6.12.
- Special Conditions—** NONE
- Other Line Segments—**
- Locations Not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
58818 Lunds Valley	6.3 west of Lostwood	24	Both
58844 Hamlet	7.9 west of McGregor	25	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Scobey Subdiv BRANCH LINE STATIONS			Distance from Bainville	EASTWARD ↑
					Trk	Rule 4.3	Oper		
		01075	355	0.7	BAINVILLE	JK		0.0	
		59018		19.1	FROID			19.3	
		59024		25.9	HOMESTEAD			25.6	
		59030		32.0	MEDICINE LAKE			31.6	
		59038		39.7	RESERVE			39.1	
		59044		48.2	ANTELOPE		TWC	45.4	
2,097		59052		54.4	PLENTYWOOD	K		53.4	
		59072		74.5	REDSTONE			73.4	
		59084		86.4	FLAXVILLE			85.4	
1,947		59097		99.0	SCOBAY	K		98.0	

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

- 1. Maximum Speeds Permitted** **Freight**
- Bainville and Scobey 25 MPH
 - All sidings 10 MPH
 - Loaded grain trains MP 54.8 to MP 100 10 MPH
 - Item 1A, All Subdivisions, applies.

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

- 2. Bridge and Equipment Weight Restrictions—**
- Maximum Gross Weight of Car:**
- Bainville to Scobey 134 tons
 - 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.
 - Six axle derricks not permitted.
 - Six axle locomotives and four axle locomotives heavier than 140 tons not permitted.
- 3. Type of Operations—**
- TWC— in effect on this subdivision.
- 4. General Code of Rules Items—**
- Rule 6.19— When flagging is required, flagging distance is 1.0 mile.
- 5. Trackside Failed Equipment Detectors (FED)—**
- A. Protecting Bridge, Tunnel or other Structures: NONE
 - B. Other FED Locations: NONE
- 6. FRA Excepted Track—NONE**
- 7. Special Conditions—**
- Only 26 loads may be handled between Scobey MP 100 and Plentywood MP 54.8 using no dynamic braking or independent brakes down descending grade between Flaxville MP 86.5 and Redstone MP 74.5.
- Between May 1 and September 30, loaded unit grain trains will be operated only between the hours of 1900 and 0700 on this subdivision between Scobey MP 100 and Plentywood MP 54.8.
- Handling 80 Feet or Longer Cars—**
- (See System Special Instructions, Item 3)
- Crews on all eastward trains handling 10 or more loads will set full retainers on the rear 30 percent of their cars at Flaxville and release them at Redstone.

8. Other Line Segments—NONE

9. Locations Not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
59050	Merc	2.2 east of Plentywood	78	Both
59079	Navajo	6.6 west of Redstone	18	West

TRAIN LINE-UPS

NORTHTOWN DISPATCHERS OFFICE

Dial 8-298-2400

Off System 1-800-422-2551

District No.7

Between	Berthold and Crosby	Dial 1620
Between	Niobe and Boundry Line	Dial 1620
Between	Stanley and Grenora	Dial 1620

Montana Division Boyer East Dispatcher Dial 3

Between	Eureka and Stryker	Dial 1671
---------	--------------------	-----------

Train Dispatchers Phone Numbers

Northtown Dispatchers Office

District	BN Phone No.
1	782-3401
2	782-3402
3	782-3403
6	782-3406
7	782-3407
8	782-3408
9	782-3409
10	782-3410
13	782-3413

Radio Installation at Scobey MT-

MRAS Radio facilities have been installed at Scobey to cover the Scobey-Plentwood area. Maintenance of Way employees and train crews will share this radio. It will work as a repeater for mobile to mobile communications and will also access local telephone service.

Dialing procedures on the Scobey MRAS Radio:

- A. Train crews will set radio on AAR channel TX 12 and RX 80. Train crews can communicate with mobile MRAS units in the area on this setting. Portable and mobile units will tune to channel 6.
- B. To place a phone call using MRAS (train crews will use this procedure to contact the dispatcher)
 1. To call a local number-Dial Star 1 to access MRAS, then dial the seven digit phone number.
 2. To call other locations in Montana-Dial Star 1 to access MRAS, then dial 1, followed by the seven digit telephone number. The area code is not needed. This is a long distance tele phone call.
 3. To call a location outside Montana-Dial Star 1 to access MRAS, then dial 1, followed by the area code and seven digit phone number. This is a long distance call.
- C. Maintenance of Way personnel calling Williston or Glasgow will use the commercial ("Bell") numbers rather than Burlington Northern system numbers.
- D. While this system accesses the telephone service, conversations are radio transmissions and proper radio procedures must be observed.

Emergency numbers for the Scobey area which can be contacted using the above procedures are:

Scobey Fire and Ambulance	487-2700
Scobey Police Department	487-2691

MRAS (Mobile Radio Access System)-

The following will govern the use of MRAS on locomotives equipped with Spectre Radios:

- A. The MRAS (Mobile Radio Access System) is to be used on under certain conditions and only when the locomotive is stopped. Other than when making a MRAS call trains must have their radios tuned to the operating channel for the subdivision on which they are operating (Channel 1 or 2).
- B. MRAS calls are restricted to the following situations:
 1. Contacting Havre diesel or locomotive personnel at Minot or Whitefish to report locomotive problems.

Dilworth Diesel	280-7330
Minot Diesel	857-6681
Havre Diesel	265-0207
 2. Contacting dispatcher only if other means of communication fail.
NOTE: Call buttons on channel 1 should be used to contact the dispatcher. If a tone is received back, dispatcher receives a visual and audio alarm which is repeated every 60 seconds until the radio is answered.
 3. Dialing dispatchers office on 911 number in case of emergency. Radio must be on Channel 1 to reach dispatcher.
- C. Radios should not be left on MRAS channels as radios do not scan. Anyone trying to contact the train on Channel 1 would not be able to if radio is dialed to a MRAS Channel.
- D. Calls to the crew office, lineups etc. on the MRAS channels are prohibited. MRAS channels are monitored at all times.
- E. Following is information on the use of the Spectre radio when accessing the MRAS channels. Also there is information indicating location of each channel and the frequencies that must be dialed in for use:

MRAS CHL NUMBER	TX FREQ	RX FREQ
CHL 3	93	37
CHL 4	97	34
CHL 5	29	68
CHL 6	12	80
CHL 7	09	92
CHL 8	55	21

Procedure for Making Calls on MRAS-

1. After train has stopped insure that no is attempting to contact your train on Channel 1.
2. If crew members on trailing locomotive, advise them that you are going to make the call.
3. Dial in the appropriate transmit and receive frequencies.
4. Dial *1 to receive dial tone, this indicates that you are on a BN line and can dial a company number. NOTE: Reference to the above channel information which indicates that there are a few areas where you will have to dial *2 to get dial tone.
5. Place your call, you will have to depress the transmit button each time that you need to speak. Identify yourself, your engine number, your train number and location to the party you are calling and explain your problem. Keep calls short and to the point.
6. When you have completed your call depress #1 to sign off the MRAS system. NOTE: In cases where you must dial *2 to access the system you must dial #2 to sign off the system.
7. Immediately return to your transmit and receive frequencies to Channel 1 and check with other crew members to see if anyone was trying to contact your train.

Division Operating Officers

G. SERNA	Mgr. Operating Practices	857-6615	Minot
R.G. McMAHAN	Trainmaster	552-3373	Glasgow
R.D. BROWN	Trainmaster	857-6607	Minot
T.L. GREWE	Trainmaster	857-6622	Gavin Yard
R.T. ROGNEBY	Trainmaster	857-6604	Gavin Yard
T.G. KOENIGUER	General Roadmaster	857-6652	Gavin Yard
P.J. BUSCH	Roadmaster	857-6614	Gavin Yard
D.F. WALLIN	Roadmaster	857-6635	Gavin Yard
A.G. ALLARD	Roadmaster	552-3308	Williston
B.M. KLEIN	Roadmaster	552-3312	Williston
B.N. WELTE	Manager Safety	857-6646	Gavin Yard
M.D. DIERS	Supvr. Control Systems	857-6630	Gavin Yard
L. YUDYSKI	Supvr. Control Systems	552-3379	Glasgow
Action Request Hotline		280-7938	