

BNSF

Burlington Northern Santa Fe

**North Dakota
Division**

**Timetable
No. 1**

**IN EFFECT AT 0001
Central Continental Time
Williston to Glasgow–Mountain Continental Time**

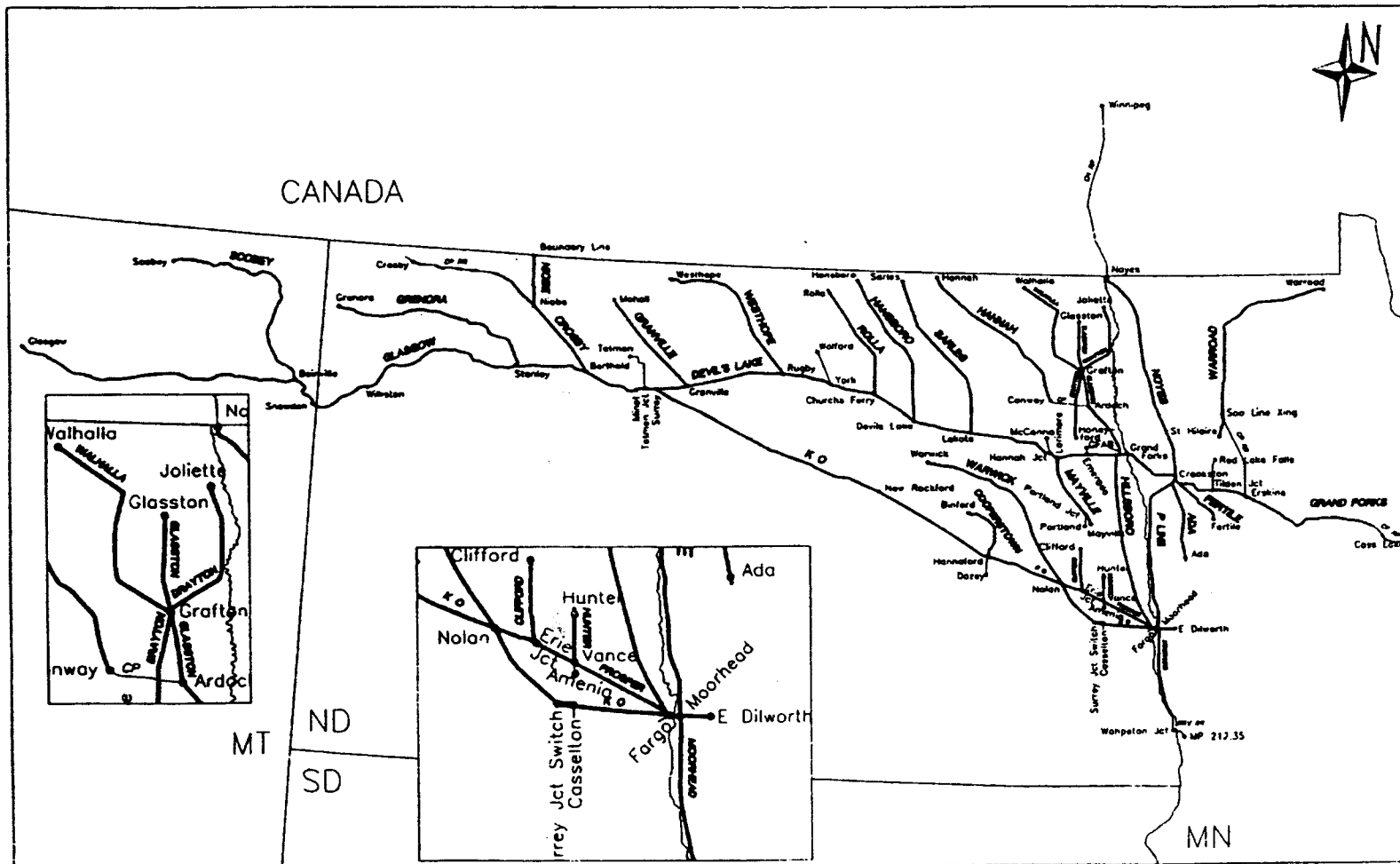
Thursday August 1, 1996

**Division Superintendent
R.E. MACKENROTH
Fargo, ND
(710) 280-7222**

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

Burlington Northern Santa Fe

North Dakota Division



WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	K O Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
			250.3	EAST DILWORTH	MXV		
			1.0	WATTS	MXV		
		00673	0.0	DILWORTH	BT	DT ABS	
			3.2		X(2)Y		
		00675	5.8	MOORHEAD JCT	MJX(2)Y		
		00679	8.6	FARGO	JX(2)Y		
		00683	13.0	WEST FARGO	MJX(2)Y		
		00690	20.2	MAPLETON			
		00698	28.4	CASSELTON	JX	2MT CTC	
			31.1	SURREY JCT SWITCH	JX		
			3.3X				
	9,371	00709	10.5X	ABSARAKA			
			24.3				
	9,490	00724	41.0	NOLAN	J		
	7,733	00736	52.8	PILLSBURY			
	9,145	00744	60.2	LUVERNE			
	9,613	00757	73.0	HANNAFORD	J		
	9,686	00770	86.4	SUTTON			
	9,630	00784	99.9	JUANITA			
	8,797	00796	112.7	BRANTFORD		CTC	
	11,516	00808	124.3	NEW ROCKFORD	JT		
	8,552	00820	136.8	BREMEN			
	9,078	00833	149.5	HEIMDAL			
	8,994	00845	161.7	SELZ			
	9,526	00861	177.0	AYLMER			
	9,388	00870	186.8	GUTHRIE			
	9,168	00883	199.6	KARLSRUHE			
	9,782	00896	211.9	SIMCOE			
		05495	226.0	SURREY	J		
		00911	197.9X	GAVIN YARD	B.T.		
		00913	199.7X	J.D. SWITCH	X(2)		
			203.2X			2MT CTC	
		00917	0.0	MINOT	X		

AAR Radio Channel No. 70 in service on this Subdivision.

Dispatcher Radio Call-In:	
Surrey Jct. Switch-53	Nolan-23
Hannaford-06	Juanita-16
New Rockford-20	Selz-17
Alymer-26	Simcoe-15
Gavin-07	

Train Dispatchers Telephone Numbers—8-234-6406 1-800-382-7785

1. Speed Regulations

1(A). Speed – Maximum	Passenger	Freight
East Dilworth to Minot		60 MPH.
1(B). Speed – Permanent Restrictions		
MP 250.3 to MP 3.1	75 MPH.	
MP 250.3 to MP 3.1 Trains over 100 tons/OB		40 MPH.
MP 3.1 to MP 9.1	40 MPH.	35 MPH.
MP 9.1 westward trains (HE only)	10 MPH.	10 MPH.
MP 27.0 to MP 28.0 (HE only)		40 MPH.
Between Surrey and J.D. Switch MP 225.5. and MP 199.7	60 MPH.	35 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.	50 MPH.
Between J.D. Switch and Minot MP 202.2 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:		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 J.D. 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 6.2X crossover		35 MPH.
MP 12.8X turnout to Prosper Subdivision,		
West Fargo to JY Jct		25 MPH.
MP 12.9X crossover		35 MPH.
MP 28.3 crossover		35 MPH.
MP 28.4 turnout to RRVW		30 MPH.
MP 31.0 crossover	35 MPH.	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.	35 MPH.
Trains or engines leaving siding on clear signal and through		
turnouts at following locations:		
Absaraka siding	35 MPH.	35 MPH.
Nolan siding	35 MPH.	35 MPH.
Pillsbury siding	35 MPH.	35 MPH.
Luverne siding	25 MPH.	25 MPH.
Hannaford siding	25 MPH.	25 MPH.
Sutton siding	35 MPH.	35 MPH.
Juanita siding	35 MPH.	35 MPH.
Brantford siding	35 MPH.	35 MPH.
New Rockford siding	35 MPH.	35 MPH.
Barmen	35 MPH.	35 MPH.
Heimdal	35 MPH.	35 MPH.
Selz	35 MPH.	35 MPH.
Aylmer	35 MPH.	35 MPH.
Guthrie	35 MPH.	35 MPH.
Karlsruhe	35 MPH.	35 MPH.
Simcoe	35 MPH.	35 MPH.
1(D). Speed – Other–None		

See Item 1 of the System Special Instructions for additional speed restrictions.
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**2. Bridge and Equipment Weight Restrictions—
Maximum Gross Weight of Car:**

East Dilworth to New Rockford 143 tons

Hannaford to Dazey 134 tons

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

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

Between Hannaford and Dazey.

Only one locomotive unit permitted between Hannaford and Dazey.

3. Method of Operation—

Yard limits— in effect:

MP 250.3 and MP 13.0

MP 55.1 (RRVW)/MP 28.4 (BNSF), CTC Casselton to MP 52.9 (RRVW), Durbin (RRVW) on RRVW 2nd Subdivision.

MP 250.3 East Dilworth to MP 13.0 West Fargo on Eastward and Westward main track.

TWC—in effect: Track Warrant Control in effect at Dilworth—Westward trains destined KO, Hillsboro, P Line, Prosper, Hunter, Clifford, Warwick and Cooperstown Subdivisions will obtain track warrants and track bulletins. Westward trains destined beyond Surrey Jct switch will obtain KO Subdivision track warrants and bulletins, and Jamestown track warrants and bulletins. Eastward trains destined Staples and Hillboro Subdivisions will copy track warrant and track bulletins.

Dilworth—Westward trains destined KO Subdivision, will obtain track warrant and secure track bulletin(s).

Minto—Eastward trains destined KO and Devils Lake Subdivision will copy track warrant and secure track bulletin(s).

CTC—in effect between:

MP 13.0X West Fargo and MP 226.0 Surrey

MP 197.9 Gavin Yard and MP 203.2 Minot

OCS—Occupancy Control System—in effect between:

East Dilworth MP 250.3 and West Fargo MP 13.0X, trains and engines may enter or occupy the main track on controlled signal indication after receiving verbal permission to enter yard limits from Dilworth control operator. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from Dilworth control operator. (See System Special Instructions Item 13.)

4. General Code of Operating Rules Items—

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

Rule 6.28— Between MP 17.8 Dazey and MP 26.4 Hannaford all tracks are industrial tracks.

Rule 10.2— Following switches not equipped with electric locks:

Mapleton MP 20.1 Main 1

Norpak MP 22.3 Main 2

Dalrymple MP 25.8 Main 1

Casselton MP 27.3 Main 2

Casselton MP 27.9 Main 1

Karnak MP 65.5

West Fargo, Interstate Seed.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures:

Luverne (WWD) MP 55.9

Hannaford (EWD) MP 68.6 (DED Only)

B. Other FED locations:

Between Dilworth and Surrey Jct Switch

Dalrymple MP 25.3 Both tracks

Between Surrey Jct Switch and New Rockford

Ayr MP 20.1

Luverne MP 55.9

Sutton	MP 83.7
Brantford	MP 110.5
New Rockford	MP 127.9
Guthrie	MP 185.5

6. FRA Excepted Track--None

7. Special Conditions--

Dilworth Terminal--

(A) Defined Terminal--All yard tracks and main tracks between:

KO Sub--	Eastbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth. Westbound Main 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 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 control operator to enter yard limits.

(B) Track Movements and Occupancy--

In the Dilworth/Fargo Terminal, System Special Instructions, General Code of Operating Rule 17.0 "Occupancy Control System (OCS)", General Code of Operating Rule 17.0 "OCS for trains and engines" and Maintenance of Way Operating Rule 16.0 "Occupancy Control System (OCS)" will be 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 not in effect between Fargo Yard Office (MP 24.2) and MP 27.9 (East of Harwood) on the Hillsboro Subdivision.

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

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher or control operator:

- Signal indication of a controlled signal.
 - Verbal permission from the train dispatcher or control operator.
- OR
- Written OCS permission when joint with Maintenance of Way employees, or when operating a train against the current of traffic.

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Eastbound Yard Lead (MP 5.2 on EWD, KO Sub)
- Moorhead Jct
- West Fargo
- South Moorhead
- Fargo Yard Office
- JY Jct

Trains and engines must get verbal permission from the Dilworth Control Operator 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 must obtain an OCS authority from the Dilworth Control Operator before occupying or fouling the main track within OCS limits or a Form B in effect. Maintenance of Way in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way 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 a Form B in effect.

All employees and train crews receiving an OCS must report to the Dilworth Control Operator 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-

When using 97 channel radio, the following channels are in service:

- Yard Channel- 20
- Road Channel -66
- Road Channel -70

When working, approaching or traveling on main tracks all employees will utilize Road Channel 70

All other movements or work other than Main track will utilize Yard Channel 20.

(D) Train Inspection:

Dilworth/Fargo- Roll-by inspection required of departing trains at speed not exceeding 10 MPH. Unless otherwise provided inbound train crew will make inspection of departing train.

(E) Connecting Tracks:

Between West Fargo MP 12.8 on KO Subdivision and JY Jct MP 3.9 on Prosper Subdivision, JY Connecting is considered signaled main track in yard limits, maximum speed 25 MPH.

Between MP 2.0 Prosper Subdivision and Dakota Jct, Hillsboro Subdivision, Dakota Connecting track Rule 6.28 applies.

Speed Test Boards- Engineers shall test speed of their trains passing following locations:

Westward trains, between MP 21.0 and MP 22.0 between Mapleton and Casselton.

Eastward and westward trains, between MP 117.0 and MP 116.0, approximately 7 miles east of New Rockford.

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

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

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

New Rockford-East end of south siding switch leading to RRVW, must be lined and locked for the RRVW.

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.

Casselton-BNSF trains setting out or picking up cars at Casselton must obtain permission from the RRVW dispatcher at Breckenridge before entering the RRVW 2nd or 5th Subdivision main track at Casselton.

Train Inspection-Dilworth and 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.

8. **Line Segments-**

Yard Line Segments-

Line Segment	Yard
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
57318 Dazey	9.6 east of Hannaford	14	Both
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
58515 Tatman	15.8 west of JD Switch	182	East

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Moorhead Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
	16,966	03204	212.3	EAST BRECKENRIDGE TX(2)	1.8	CTC	
		03209	0.0	WHPETON JCT	12.4	J	
		10012	12.3	KENT	9.0	TWC ABS	
	9,510	10021	21.3	WOLVERTON	6.8		
		10028	28.1	COMSTOCK	13.1		
	5,966		42.2	SOUTH MOORHEAD		Y	

AAR Radio Channel 54 in service between South Moorhead and Breckenridge.

Dispatcher Radio Call-in:	
Breckenridge-45	Wolverton-47

Between MP 212.32 to MP 216.8 to MP 0.0 to MP 6.1 Red River Valley
Western Timetable and special instructions apply.

Train Dispatchers Telephone Numbers-8-234-6403

1. Speed Regulations

1(A). Speed - Maximum

	Up to 100 Tons O/B	Over 100 Tons O/B
E. Breckenridge to South Moorhead	40 MPH.	40 MPH.

1(B). Speed - Permanent Restrictions

MP 6.1 to MP 33.0	30 MPH.	30 MPH.
MP 33.0 to MP 42.2	40 MPH.	40 MPH.

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

1(D). Speed - Other

Wolverton siding	10 MPH.	10 MPH.
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See Item 1 of the System Special Instructions for additional speed restrictions

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

E. Breckenridge to South Moorhead . . . 143 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) may operate.

3. Method of Operation-

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

Yard Limits-in effect:

S. Moorhead MP 41.3 to East Dilworth

All BNSF trains must obtain RRWV track warrant, listing track bulletins in effect before entering RRWV 1st Subdivision at Breckenridge. Trains will obtain track warrant before leaving Willmar. To receive track warrant call RRWV dispatcher on BNSF telephone. RRWV dispatcher number 8-280-7338.

4. General Code of Operating Rules Items-

Rule 6.19-When flagging is required, distances will be 1.5 miles.

5. Trackside Failed Equipment Detectors (FED)-None

6. FRA Excepted Track-None

7. Special Conditions—

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

Westward trains between MP 16.0 to MP 17.0 approximately 4 miles west of Kent.
Eastward trains between MP 33.0 to MP 34.0

Detour Movements—Conductors of trains operating on detour route with double stack, automobile or Hi-wide equipment must notify dispatcher prior to departure on detour route. Dispatcher will determine if clearance problems exist.

The following crossings must be protected by flagman—

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

Dilworth Terminal—

(A) Defined Terminal—All yard tracks and main tracks between:

KO Sub—	Eastbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth. Westbound Main 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 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.

(B) Track Movements and Occupancy—

In the Dilworth/Fargo Terminal, System Special Instructions, General Code of Operating Rule 17.0 "Occupancy Control System (OCS)", General Code of Operating Rule 17.0 "OCS for trains and engines" and Maintenance of Way Operating Rule 16.0 "Occupancy Control System (OCS)" will be 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 will not be in effect between Fargo Yard Office (MP 24.2) and MP 27.9 (East of Harwood) on the Hillsboro Subdivision.

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

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher or control operator:

—Signal indication of a controlled signal.

—Verbal permission from the train dispatcher or control operator.

OR

—Written OCS permission when joint with Maintenance of Way employees or when operating a train against the current of traffic.

The following locations are designated control points for OCS:

—East Dilworth

—Watts

—Eastbound Yard Lead (MP 5.2 on EWD, KO Sub)

—Moorhead Jct

—West Fargo

—South Moorhead

—Fargo Yard Office

—JY Jct

—OTC Jct

Trains and engines must get verbal permission from the Dilworth Control Operator 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 must obtain an OCS authority from the Dilworth Control Operator before occupying or fouling the main track within OCS limits or a form B in effect. Maintenance of Way in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way to occupy or foul the main track within a manual interlocking (East Dilworth, Watts, Moorhead Jct, OTC 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 a form B in effect.

All employees and train crews receiving on OCS must report to the Dilworth Control Operator 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-

When using 97 channel radio, the following channels are in service:

- Yard Channel- 20
- Road Channel #1-66
- Road Channel #2-70

When working, approaching or traveling on main tracks all employees will utilize Road Channel 2 (70)

All other movements or work other than Main track will utilize Yard Channel 20.

(D) Train Inspection:

Dilworth/Fargo- Roll-by inspection required of departing trains at speed not exceeding 10 MPH. Unless otherwise provided inbound train crew will make inspection of departing train.

(E) Connecting Tracks:

Between West Fargo MP 12.8 on KO Subdivision and JY Jct MP 3.9 on Prosper Subdivision, JY Connecting is considered signaled main track in yard limits, maximum speed 25 MPH.

Between MP 2.0 Prosper Subdivision and Dakota Jct, Hillsboro Subdivision, Dakota Connecting track Rule 6.28 applies

Roll-by Inspection- Are required by 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. These roll-bys will be made at speeds not exceeding 10 MPH.

8. Line Segments-

Road Line Segments

Line Segment	Limits
228	E. Breckenridge to South Moorhead

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
10007 Brushvale	7.4 west of Wahpeton Jct	22	Both
10033 Rustad	5.1 west of Comstock	35	West
Simplot	9.9 west of Comstock	14	West

WEST WARD ↓	Glasgow Subdiv MAIN LINE STATIONS					Track Diagram	EAST WARD ↑
	Length of Siding in Feet	Station Nos.	Mile Post Location		Method of Oper.		
		00917	0.0	MINOT	BX	2MT CTC	
			0.5	SOO TOWER	MJX(2)		
			4.2	W L SWITCH		CTC	
			0.7	GASSMAN SWITCH		2MT CTC	
		00930	13.9	DES LACS			
	9,880	00939	22.7	BERTHOLD	J		
	9,090	00956	39.4	BLAISDELL			
	12,662						
		00970	54.3	STANLEY	JT		
	8,264	00978	61.5	ROSS			
	6,708	00990	73.5	WHITE EARTH		CTC	
		00998	81.8	TIOGA			
	12,448	01003	87.4	TEMPLE			
	8,665	01015	99.0	WHEELLOCK			
		01020	104.5	EPPING		DT TWC	
		01036	121.1	WILLISTON	BTX(2)	9.14 ABS	
	15,021	01049	133.2	TRENTON		2MT CTC	
	12,267	01063	147.2	SNOWDEN	JT		
	8,552	01075	159.2	BAINVILLE	J		
	8,437	01089	173.5	CULBERTSON			
	8,430	01095	179.1	BLAIR			
	12,990	01108	192.8	BROCKTON		CTC	
	8,422	01122	206.8	POPLAR			
	8,424	01138	222.1	MACON			
	14,025	01144	227.3	WOLF POINT			
	8,422	01155	239.2	OSWEGO			
	8,495	01167	251.8	KINTYRE			
	8,431	01179	263.2	NASHUA			
	11,700	01192	277.5	GLASGOW	B		

AAR Radio Channel No. 54 in service between Minot and Bainville
AAR Radio Channel No. 66 in service Bainville West.

Dispatcher Radio Call-In:		
Berthold-01	Stanley-12	White Earth-02
Tioga-03	Epping-04	Williston-06
Culbertson-14	Poplar-15	Wolfpoint-16
Fraser-17	Glasgow-18	

Train Dispatcher Telephone Number -8-234-6407

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

	Passenger	Freight
Minot and Glasgow	79 MPH.	60 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.

1(B). Speed – Permanent Restrictions

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 68.8 to MP 72.4	70 MPH.	60 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 113.4	55 MPH.	50 MPH.
MP 113.4 to MP 119.3	60 MPH.	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.	

1(C). Speed – Switches and Turnouts

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.
Trains or engines leaving siding on clear signal and through turnouts at following locations:				
Berthold	35 MPH.		35 MPH.	
Blaisdell	35 MPH.		35 MPH.	
Stanley	35 MPH.		35 MPH.	
Ross	35 MPH.		35 MPH.	
White Earth	35 MPH.		35 MPH.	
Temple	35 MPH.		35 MPH.	
Wheelock	35 MPH.		35 MPH.	
Trenton	35 MPH.		35 MPH.	
Snowden	35 MPH.		35 MPH.	
Bainville	35 MPH.		35 MPH.	
Culbertson	35 MPH.		35 MPH.	
Blair	35 MPH.		35 MPH.	
Brockton	35 MPH.		35 MPH.	
Poplar	35 MPH.		35 MPH.	
Macon	35 MPH.		35 MPH.	
Wolf Point	35 MPH.		35 MPH.	
Oswego	35 MPH.		35 MPH.	
Kintyre	35 MPH.		35 MPH.	
Nashwa	35 MPH.		35 MPH.	
Glasgow	35 MPH.		35 MPH.	

1(D). Speed – Other

Tioga–Locomotives and cars on north L.P.G. track	5 MPH.
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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 and six axle derricks not permitted on Rip track, first track west of depot.

3. Method 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 0.0 and 4.7, and between MP 5.9 and MP 14, between 120.5 and MP 124.8

Double Track—between MP 104.5 and MP 120.5

4. General Code of Operating Rules Items—

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

Rule 10.2—Following switches are not equipped with electric locks:

Culbertson – Safflower Spur – Sprole

Minot—two locations: Broten Lumber and Nash Finch

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 10 minutes (GCOR 6.32.6), 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 Ft. Worth dispatchers.

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 (WWD) MP 177.2 (DED Only)

Sprole (WWD) MP 202.5
 Poplar (EWD) MP 209.3 (DED Only)

B. Other FED Locations:

Gassman Bridge (EWD) MP 2.0 (DED Only) Both Tracks
 Gassman Bridge (WWD) MP 8.0 (DED Only) Both Tracks
 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
 Brockton MP 184.7
 Sprole (EWD) MP 202.5
 Macon MP 218.4
 Wolf Point MP 234.2
 Frazer MP 248.0
 Nashua MP 269.0

6. FRA Excepted Track-- None

7. Special Conditions--

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

Train Inspection--At Glasgow roll-by inspection required of departing east and west bound through freight trains at speed not exceeding 10 MPH.

Unless otherwise provided inbound train crews will perform inspection of departing train.

Roll-by is not required when due to extended delay at Glasgow inbound crew is tied up and unavailable to perform inspection.

8. Line Segments--

Road Line Segments

Line Segment	Limits
35	Minot to Glasgow

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	West
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.	Mile Post Location	Prosper Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
	5,966		41.3	SOUTH MOORHEAD	Y	ABS		
			1.5	OTV Jct	MJY			
		00675	21.4X	MOORHEAD JCT	MJXY			
		00678	21.6X	FARGO PSGR STATION	Y			
			2.0					
			0.1			TWC		
		00679	0.9	FARGO YARD OFFICE	IJTY			
			24.2	JY JCT	MJY			
			3.9	PROSPER				
		56111	12.4	VANCE	JT			
		00707	22.8	MASON		CTC		
	3,546	00713	28.9	ERIE JCT	J			
		00716	32.0	WARWICK JCT	J			
		00724	40.8	NOLAN	J			
		00724	41.0					

AAR Radio Channel No. 66 in service on this Subdivision.

Dispatcher Radio Call-in:	
Wolverton-41	Nolan-23

Train Dispatchers Telephone Numbers-8-234-6406

1. Speed Regulations

- 1(A). Speed - Maximum** **Freight**
 South Moorhead to Nolan 49 MPH.
- 1(B). Speed - Permanent Restrictions**
 MP 41.1 to MP 42.3 40 MPH.
 MP 42.3 to MP 3.9 JY Jct 25 MPH.
 MP 3.9 JY Jct. to MP 23.0, Vance 40 MPH.
 Westward trains Distant Signal, MP 39.6 (HE only) 35 MPH.
 MP 42.6 Connecting track, KO Subdivision, to Eastward track Moorhead Jct 10 MPH.
 MP 3.9 to West Fargo (JY Jct) 25 MPH.
- 1(C). Speed - Switches and Turnouts**
 Nolan-Thru No. 20 turnout located at MP 40.9 35 MPH.
 MP 3.9 turnout JY Jct 25 MPH.
 MP 0.9 turnout Fargo Yard Office 25 MPH.
- 1(D). Speed - Other**
 Mason-siding 10 MPH.
 Item 1 (A) of the System Special Instructions applies between MP 4.5 JY Jct. to MP 22.8 Vance.

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

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

South Moorhead to Nolan 143 tons
 Amenia to Vance 143 tons
 24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

3. Method of Operation—

TWC—in effect: between MP 3.9 JY Jct to MP 40.9 Nolan.

Track Warrant Control in effect at Dilworth—Westward trains destined KO, Hillsboro, P Line, Prosper, Hunter, Clifford, Warwick and Cooperstown Subdivisions will obtain track warrants and track bulletins. Westward trains destined beyond Surrey Jct Switch will obtain KO Subdivision track warrants and bulletins, and Jamestown track warrants and bulletins. Eastward trains destined Staples and Hillboro Subdivisions will copy track warrant and track bulletins.

NRPC trains will receive Track Warrants and Track Bulletins at Fargo Passenger Station.

OCS—in effect:

East Dilworth MP 250.3 and West Fargo MP 13.0 trains and engines may enter or occupy the main track on controlled signal indication after receiving verbal permission to enter yard limits from Dilworth control operator. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from Dilworth control operator. (See System Special Instructions Item 13.)

Yard limits—in effect:

MP 41.3 South Moorhead to MP 3.9 JY Jct.

MP 3.9 JY Jct to West Fargo.

4. General Code of Operating Rules Items—

Rule 6.19— When flagging is required, distances will be 2.0 miles.

Rule 6.28 Applies—

Dakota Jct. connecting track maximum speed 10 MPH.

Between Vance and Amenias track is considered industrial track.

5. Trackside Failed Equipment Detectors (FED)—None

6. FRA Excepted Track— None

7. Special Conditions—

Moorhead Jct, Moorhead, Fargo Yard Office and JY Jct, Dilworth Terminal—

(A) Defined Terminal—Shall be all yard tracks and main tracks between:

KO Sub— Eastbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.

Westbound Main 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 JY Jct. connecting track and the 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 control operator to enter yard limits.

(B) Track Movements and Occupancy—

In the Dilworth/Fargo Terminal, System Special Instructions, General Code of Operating Rule 17.0 Occupancy Control System (OCS), General Code of Operating Rule 17.0 OCS for trains and engines and Maintenance of Way Operating Rule 16.0 Occupancy Control System (OCS) will be 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 not in effect between Fargo Yard Office (MP 24.2) and MP 27.9 (East of Harwood) on the Hillsboro Subdivision.

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

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher or control operator:

—Signal indication of a controlled signal.

—Verbal permission from the train dispatcher or control operator.

OR

–Written OCS permission when joint with Maintenance of Way employees when operating a train against the current of traffic.

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Eastbound Yard Lead (MP 5.2 on EWD, KO Sub)
- Moorhead Jct
- West Fargo
- South Moorhead
- Fargo Yard Office
- JY Jct
- OTC Jct

Trains and engines must get verbal permission from the Dilworth Control Operator 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 must obtain an OCS authority from the Dilworth Control Operator before occupying or fouling the main track within OCS limits or a Form B in effect. Maintenance of Way in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way 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 a Form B in effect.

All employees and train crews receiving on OCS must report to the Dilworth Control Operator 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–

When using 97 channel radio, the following channels are in service:

- Dilworth Yard Channel –20
- Prosper Road Channel –66
- KO Sub Road Channel –70

When working, approaching or traveling on main tracks all employees will utilize Road Channel 70

All other movements or work other than Main track will utilize Yard Channel 20.

(D) Train Inspection:

Dilworth/Fargo– Roll-by inspection required of departing trains at speed not exceeding 10 MPH. Unless otherwise provided inbound train crew will make inspection of departing train.

(E) Connecting Tracks:

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

Between MP 2.0 Prosper Subdivision and Dakota Jct, Hillsboro Subdivision, Dakota Jct. connecting track Rule 6.28 applies

Speed Test Boards–Engineers shall test speed of their trains passing following locations:

Westward trains, between MP 10.7 to MP 11.7, between JY Jct and Nolan.

Mason–Derails placed on west end of siding.

8. Line Segments-

Road Line Segments

Line Segment	Limits
23	Amenia-Vance
288	South Moorhead to Moorhead Jct.
220	Moorhead Jct. to Fargo Psgr Station
34	Fargo Psgr 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

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Hillsboro Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
			0.0				
		00679	24.2	FARGO YARD OFFICE	JTY	ABS	
			25.9	DAKOTA JCT	JY		
	6,455	10053	31.9	HARWOOD			
	3,500	10066	44.4	GARDNER			
	6,462	10072	50.6	GRANDIN			
	7,367	10084	62.3	HILLSBORO			
		10088	65.9	TAFT		TWC ABS	
		10092	70.1	CUMMINGS			
	6,460	10098	76.1	BUXTON			
	3,971	10103	81.1	REYNOLDS			
	5,618	10110	88.2	THOMPSON			
			97.7	FO SWITCH	MJT		
			98.0	WEST GRAND FORKS		ABS	
			98.2	DL SWITCH	MJT		

AAR Radio Channel No. 66 in service on this Subdivision.

Dispatcher Radio Call-in:		
Harwood-05	Hillsboro-46	Grand Forks-96

Train Dispatchers Telephone Numbers-8234-6421 1-800-382-7809

1. Speed Regulations

- 1(A). Speed - Maximum
- | | Passenger | Freight |
|-----------------------------------|-----------|---------|
| Dakota Jct to F.O. Switch | 70 MPH. | 50 MPH. |
| F.O. Switch and D.L. Switch | 10 MPH. | 10 MPH. |
| All trains over 100 tons/OB | | 45 MPH. |
- 1(B). Speed - Permanent Restrictions
- Fargo Yard Office and Dakota Jct.:
- | | | |
|--------------------------|---------|---------|
| MP 24.2 to MP 24.3 | 25 MPH. | 25 MPH. |
| MP 24.3 to MP 26.1 | 50 MPH. | 30 MPH. |
- 1(C). Speed - Switches and Turnouts-None
- 1(D). Speed - Other
- | | |
|---|---------|
| Sidings Thompson, Grandin and Buxton | 10 MPH. |
| Sidings Harwood, Gardner and Reynolds | 10 MPH. |
| Hillsboro-On Old Beet track | 5 MPH. |
| Thompson-Elevator track over scale | 5 MPH. |

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

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

Fargo Yard Office to DL Switch 143 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives and six axle derricks not permitted on following tracks:
Hillsboro– Beet Track, Taft– Elevator track.

3. Method of Operation–

TWC–in effect:

MP 27.9 Dakota Jct. to MP 97.5 F.O. Switch
MP 97.5 to DL Switch

TWC Instructions–Track Warrant Control in effect at Dilworth–Westward trains destined KO, Hillsboro, P Line, Prosper, Hunter, Clifford, Warwick and Cooperstown Subdivisions will obtain track warrants and track bulletins. Westward trains destined beyond Surrey Jct Switch will obtain KO Subdivision track warrants and bulletins, and Jamestown track warrants and bulletins. Eastward trains destined Staples and Hillsboro Subdivisions will copy track warrant and track bulletins.

OCS–in effect:

East Dilworth MP 250.3 and West Fargo MP 13.0, trains and engines may enter or occupy the main track on controlled signal indication after receiving verbal permission to enter yard limits from Dilworth control operator. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from Dilworth control operator. (See System Special Instruction Item 13.)

Yard limits–in effect:

MP 27.9 to MP 24.2 between Harwood and Fargo Yard Office.

4. General Code of Operating Rules Items–

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

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures–None

B. Other FED locations:

Harwood (EWD)	MP 34.0 (DED Only)
Grandin	MP 52.7
Buxton	MP 79.0
Merrifield (WWD)	MP 92.5 (DED Only)

6. FRA Excepted Track–None

7. Special Conditions–

Sidings–Trains over 100 Tons/OB must not use any sidings except Hillsboro, Thompson, Buxton and Grandin.

Hillsboro siding located between MP 60.0 to MP 61.7.

Speed test boards–Engineers shall test speed of their trains at following locations:

Westward trains between MP 34 to MP 35.

Eastward trains between MP 91 to MP 90.

Hillsboro/Taft–Electric gate has been placed at American Crystal Sugar. Control box is located on the south side of the track. Gate equipped with BNSF switch lock.

Thompson–Elevator or scale track, avoid excessive use of independent brakes.

Fargo Yard Office –Dakota Jct– Dilworth Terminal–

(A) Defined Terminal–Shall be all yard tracks and main tracks between:

KO Sub–	Eastbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth.
	Westbound Main 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 JY Jct. connecting track and the 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 control operator to enter yard limits.

(B) Track Movements and Occupancy–

In the Dilworth/Fargo Terminal, System Special Instructions, General Code of

Operating Rule 17.0 "Occupancy Control System (OCS), General Code of Operating Rule 17.0 "OCS for trains and engines" and Maintenance of Way Operating Rule 16.0 "Occupancy Control System (OCS) will be 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 not in effect between Fargo Yard Office (MP 24.2) and MP 27.9 (East of Harwood) on the Hillsboro Subdivision.

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

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher or control operator:

- Signal indication of a controlled signal.

- Verbal permission from the train dispatcher or control operator.

OR

- Written OCS permission when joint with Maintenance of Way employees or when operating a train against the current of traffic.

The following locations are designated control points for OCS:

- East Dilworth

- Watts

- Eastbound Yard Lead (MP 5.2 on EWD, KO Sub)

- Moorhead Jct

- West Fargo

- South Moorhead

- Fargo Yard Office

- JY Jct

- OTV Jct

Trains and engines must get verbal permission from the Dilworth Control Operator 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 must obtain an OCS authority from the Dilworth Control Operator before occupying or fouling the main track within OCS limits or a Form B in effect. Maintenance of Way in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way 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 a Form B in effect.

All employees and train crews receiving on OCS must report to the Dilworth Control Operator 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-

When using 97 channel radio, the following channels are in service:

- Yard Channel -20

- Road Channel -66

- Road Channel -70

All switch engines, trains and MOW 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 70

All other movements or work other than Main track will utilize Yard Channel 20.

(D) Train Inspection:

Dilworth/Fargo— Roll-by inspection required of departing trains at speed not exceeding 10 MPH. Unless otherwise provided inbound train crew will make inspection of departing train.

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

Between MP 2.0 Prosper Subdivision and Dakota Jct, Hillsboro Subdivision, Dakota Jct. connecting track Rule 6.28 applies

8. Line Segments—

Road Line Segments

Line Segment	Limits
291	Fargo—Dakota Jct
220	Fargo Yard Office to DL Switch

9. Locations not Shown as Stations—

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

WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Grand Forks Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		05163	105.5	CASS LAKE	BTYR		
	3,660	05172	95.9	9.6 ROSBY			
		05178	90.7	5.2 BEMIDJI	J		
	8,129	05184	84.1	6.5 WILTON			
		05196	72.0	12.3 SHEVLIN			
		05203	65.1	6.7 BAGLEY			
	8,239	05211	57.7	7.3 EBRO			
	3,688	05224	44.7	13.0 FOSSTON			
	9,033	05231	37.2	7.6 McINTOSH			
	3,823	05237	31.2	6.1 ERSKINE	AJ		
		05244	24.5	6.7 MENTOR			
		05251	17.7	6.9 TILDEN JCT	J		
	9,038	05255	12.9	4.5 BENOIT			
		05265	2.9	10.2 REDLAND JCT	J		
			0.0	2.9		TWC	
		81.0X		CROOKSTON JCT	JT		
		05270	82.3X	1.3 CROOKSTON			
			83.9X	1.6 NORTH CROOKSTON	JT		
				JCT			
	7,710	05280	93.1X	9.2 FISHER			
		05291	103.0	9.9 SIMPLOT			
		05293	105.0	2.0 EAST GRAND FORKS	T		
		05295	109.9	4.9 GRAND FORKS	BMJTY		
			110.2	.3 G F SWITCH	MJTY	ABS	
			98.2	1.0 D L SWITCH	MJT		

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

Dispatcher Radio Call-in:		
Cass Lake-03	Bagley-82	Fosston-81
Grand Forks-73	Bemidji-72	Tilden Jct.-75

Train Dispatchers Telephone Numbers-
Grand Forks East-8-234-6409 1-800-382-7785

1. Speed Regulations

1(A). Speed - Maximum

Cass Lake to MP 103 Simplot	Freight
Trains over 100 tons/OB	49 MPH.
	45 MPH.

1(B). Speed - Permanent Restrictions

MP 92.0X to MP 93.0X at Fisher	40 MPH.
Between Fisher and Redland Jct MP 84.0X to MP 1.0X	30 MPH.
Erskine CP Soo Diamond, MP 31.5 and MP 31.6	49 MPH.
Head end restriction, Bemidji Between MP 89.5 to MP 91.6	35 MPH.
MP 103.0X Simplot to MP 105.0, East Grand Forks	25 MPH.

MP 103.0X Simplot. head end restriction for eastward trains.
 MP 105.0 East Grand Forks to MP 110.4 G.F. Switch 10 MPH.
 MP 110.4, G.F. Switch to D.L. Switch 25 MPH.
 Northwood Spur – MP 82.3 5 MPH.

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

1(D). Speed – Other

Sidings 10 MPH.
 Item 1A 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
 Tilden Jct to Red Lake Falls 134 tons
 Hannah Jct to MP 6.5 134 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and six axle derricks not permitted on the following tracks: Wye except at North Crookston Jct and Crookston Jct.

Crookston–Midland track (Crookston Valley Coop).

Tilden Jct. to Strata–trackage restricted to two four axle locomotives.

Tilden Jct.–Runaround restricted to one locomotive.

Strata and Red Lake Falls–trackage restricted to one locomotive.

3. Method of Operation–

TWC–in effect:

MP 104.0, Cass Lake to MP 105.0 East Grand Forks

Yard Limits–in effect:

MP 105.0, East Grand Forks to D. L. Switch
 GF Switch to FO Switch, Hillsboro Sub

Restricted Limits–in effect:

MP 104.0, Rosby to Cass Lake

4. General Code of Operating Rules Items–

Rule 6.19–When flagging is required, distance will be as follows:
 Grand Forks to Cass Lake 1.5 miles.

Rule 6.28–in effect: Track between Tilden Jct. and Red Lake Falls is industrial track. Derailed placed at MP 59.0.

MWOR Rule 6.3.2. Applies–Tilden Jct to Red Lake Falls.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: None

B. Other FED locations:

Mentor MP 22.7 (DED Only)
 Fosston MP 47.7 (DED Only)
 Wilton MP 88.0 (DED Only)

6. FRA Excepted Track– None

7. Special Conditions–

Sidings–Loaded coal trains not permitted.

Grand Forks–

All trains and engines must not occupy the main track without permission of the yardmaster. All trains and engines will use westward and eastward running tracks in assigned direction unless permission is received from the yardmaster.

Automatic block signal 109.2 governing eastward train and engine movements is located on left hand side of main track 54 feet east of University spur switch.

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

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

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

The first paragraph of Rule 8.2 of the General Code of Operating Rules which covers normal position of main track switch "Does not Apply" at the Cottonwood switch located at MP 107.59. This switch may be left lined for the main track or yard; however, it must be locked. Trains must approach this switch expecting it to lined against movement.

Maintenance of Way employees must obtain permission from the yardmaster prior to occupying or fouling yard tracks, this does not dispense with the proper use of flags.

Train Inspection:

Roll-by inspection required of departing trains at speed not exceeding 10 MPH. In the absence of inspection being provided by other employees. Crew on departing train will arrange for their own inspection.

Potlatch Spur—wheel stops placed on both ends of plant track in building.

Mentor—Industry track out of service.

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

Eastward and Westward trains between MP 97.0X to MP 96.0X between Simplot and Fisher.

Eastward and Westward trains between MP 98.0 to MP 97.0 between Cass Lake and Rosby.

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
243	Tilden Jct—Red Lake Falls
31	Cass Lake to Redland Jct.
32	Redland Jct. to GF Switch
220	DL 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
05520 Strata	1.3 east of Tilden Jct	50	West
55213 Red Lake Falls	13.0 east Tilden Jct	8	West
55044 Runaround track	11.0 east of Tilden Jct	7	Both

DEVILS LAKE SUBDIVISION

27

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Devils Lake Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
			98.2	DL SWITCH	MJT			
			0.4					
	7,581	05310	12.3	EMERADO				
		05316	18.3	ARVILLA				
		05322	23.7	MAYVILLE JCT				
	9,288	05323	24.3	LARIMORE				
		05325	26.7	HANNAH JCT				
		05336	38.3	NIAGARA				
		05343	44.5	PETERSBURG				
	8,883	05348	50.3	MICHIGAN				
	8,908	05359	60.7	LAKOTA	JT			
		05368	69.6	DOYON				
		05373	74.5	CRARY				
	10,560	05383	85.3	DEVILS LAKE	BJTX			
	6,511	05402	104.2	CHURCHS FERRY	JT			
	8,214	05414	115.7	LEEDS				
	4,540	05420	121.9	YORK	JT			
		05426	127.8	KNOX				
		05432	133.4	PLEASANT LAKE				
	6,286	05441	142.4	RUGBY	JT			
	3,586	05446	147.6	TUNBRIDGE				
	8,882	05460	161.3	TOWNER				
	3,574	05461	182.0	GRANVILLE	JT			
	3,621	05487	188.9	NORWICH				
		05485	196.3	SURREY	JX	CTC		

AAR Radio Channel No. 66 in service on this Subdivision. (ND)

AAR Radio Channel 85 in service between MP 105.0, East Grand Forks, Grand Forks Sub and D.L. Switch (MN)

Dispatcher Radio Call-in:		
Devils Lake-19	Leeds-10	Towner-09
Gavin-97	Larimore-31	
Grand Forks-96	Lakota-18	

Train Dispatchers Telephone Numbers—
Grand Forks West-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 tons O.B.		40 MPH.

1(B). Speed - Permanent Restrictions

MP 110.4, G.F. Switch and D.L. Switch	25 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 Soo Line crossing	50 MPH.	50 MPH.
MP 105.2 to MP 105.5	70 MPH.	
MP 114.0 to MP 144.1	50 MPH.	40 MPH.
MP 141.0 to MP 153.8	79 MPH.	50 MPH.
MP 153.8 to MP 157.2	60 MPH.	40 MPH.
MP 159.2 to MP 181.4	79 MPH.	50 MPH.
MP 181.4 to MP 196.0	60 MPH.	40 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.	
Freight trains over 100 tons/OB	40 MPH.	
Head end speed restrictions for westbound freight trains as follows:	Up to 100 Tons O/B	Over 100 Tons O/B
Signal 88.5 between Devils Lake and Penn	40 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 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
York to Wolford	134 tons
Devils Lake to Surrey	143 tons

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

Six axle locomotives and six axle derricks not permitted on the following tracks: Devils Lake Industry and Wye tracks except Harvest States elevator track MP 87.7, Hannah Jct to McCanna.

Leeds—any tracks south of main track.

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

3. Method of Operation—

TWC—in effect:

Track Warrant Control in effect between:

D. L. Switch to Surrey.

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

Yard limits—in effect:

MP 105.0, East Grand Forks to D. L. Switch.

GF Switch to FO Switch.

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 Hannah Jct MP 0.0 and McCanna MP 6.5 maximum speed 10 MPH.

Track between York and Wolford is industrial track. Maximum speed 25 MPH.

Rule 8.3—Does not apply unless directed by train dispatcher.

5. Trackside Failed Equipment Detectors (FED)–**A. Protecting bridges, tunnels or other structures: None****B. Other FED locations:**

Emerado (EWD)	MP 2.2 (DED Only)
Niagara (EWD)	MP 39.6 (DED Only)
Petersburg (WWD)	MP 43.7 (DED Only)
Devils Lake (WWD)	MP 84.7 (DED Only)
Grand Harbor (EWD)	MP 92.6 (DED Only)

6. FRA Excepted Track– None**7. Special Conditions–****Sidings**–Loaded coal trains not permitted.**Grand Forks and Devils Lake**–Freight trains over 100 tons OB must not use siding except Lakota, Larimore, Emerado, Churchs Ferry, Leeds, Rugby and Towner.**Devils Lake**–Trains over 100 ton O.B. may use siding. Engines must not be set out on Jerome Spur.**Porters Brothers Spur**–Gate installed close clearance at this location.**Grand Forks**–All trains and engines must not occupy the main track without permission of the yardmaster. All trains and engines will use westward and eastward running tracks in assigned direction unless permission is received from the yardmaster.

Automatic block signal 109.2 governing eastward train and engine movements is located on left hand side of main track 54 feet east of University spur switch.

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

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

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

The first paragraph of Rule 8.2 of the General Code of Operating Rules which covers normal position of main track switch “Does not Apply” at the Cottonwood switch located at MP 107.59. This switch may be left lined for the main track or yard; however, it must be locked. Trains must approach this switch expecting it to be lined against movement.

Maintenance of Way employees must obtain permission from the yardmaster prior to occupying or fouling yard tracks, this does not dispense with the proper use of flags.**Train Inspection**–Roll-by inspection required of departing trains at speed not exceeding 10 MPH. In the absence of inspection being provided by other employees. Crew on departing train will arrange for their own 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.

Lakota–Do not exceed 4 MPH. over scale on south elevator track at Cargill elevator.**Cargill Elevator**–Close clearance.**Hannah, Hannah Jct and McCanna**–MP 1.8 and MP 1.9 highway crossing protection must be governed by Rule 6.32.2. Signals may be used by operating the key controller.**Speed Test Boards**–Engineers must test speed of their trains at following locations:

Eastward and Westward trains between MP 5.0 and MP 6.0 between DL Switch and Emerado

Eastward and Westward trains between MP 79.0 and MP 78.0 between Crary and Devils Lake

Eastward and Westward trains between MP 94.0 and MP 95.0 between Devils Lake and Churchs Ferry.

Eastward and Westward trains between MP 185.0 and MP 184.0 between Norwich and Granville.

Automatic Interlockings not Indicated at Station–

Soo Line Crossing 4.7 miles west of Devils Lake

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

8. Line Segments--**Yard Line Segments--**

<u>Line Segment</u>	<u>Limits</u>
521	Grand Forks
526	Grand Forks WFE

Road Line Segments--

<u>Line Segment</u>	<u>Limits</u>
268	York to Wolford
220	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
05378 Keith	5.6 west of Crary	6	East
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

HUNTER, CLIFFORD LINE & WARWICK SUBDIVISION 31

WEST WARD ↓			Hunter Subdiv				1 E A S T W A R D ↑
			BRANCH LINE				
			STATIONS				
	Length of Siding in Feet	Station Nos.	Mile Post Location	Method of Oper.	Track Diagram		
	00707	64.2	VANCE	JT	TWC		
	56305	69.0	5.0 ARTHUR				
	56311	75.6	6.0 HUNTER				
					Rule 6.28		

AAR Radio Channel No. 70 in service on this Subdivision.

Dispatcher Radio Call-in:

Vance-23

Train Dispatchers Telephone Numbers-8-234-6406

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Clifford Line Subdiv		Method of Oper.	Track Diagram		EASTWARD ↑
				BRANCH LINE					
				STATIONS					
		00716	0.0	ERIE JCT	J	TWC			
		56402	1.4	1.6 ERIE					
		56412	12.1	10.7 GALESBURG					
		56418	17.5	5.7 CLIFFORD		Rule 6.28			

AAR Radio Channel 70 in service on this subdivision.

Dispatcher Radio Call-in:

Nolan-23

Train Dispatchers Telephone Numbers-8-234-6406

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Warwick Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram		↑ EAST WARD

AAR Radio Channel No. 70 in service on this Subdivision.

32 HUNTER, CLIFFORD LINE & WARWICK SUBDIVISION

Dispatcher Radio Call-In:		
Nolan-23	Aneta-14	Warwick-16

Train Dispatchers Telephone Numbers 8-234-6406

1. Speed Regulations

1(A). Speed – Maximum **Freight**
 Vance to Hunter 10 MPH.

1(B). Speed – Permanent Restrictions

MP 74.5 to MP 75.9 10 MPH.
 Erie Jct. to Clifford 25 MPH.
 MP 17.0 to MP 18.0 10 MPH.
 Warwick Jct. to Warwick 25 MPH.
 Pickert MP 48.2 to MP 48.4 (HE only) 10 MPH.

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

1(D). Speed – Other

Item 1A 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
 Erie Jct to Clifford 134 tons
 Warwick Jct to Warwick 134 tons

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

Hunter Subdivision–Six axle locomotives and six axle derricks not permitted.

3. Method of Operation–

TWC–in effect: Hunter, Clifford and Warwick Subdivisions.

4. General Code of Operating Rules Items–

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

Rule 6.28 Applies–

Hunter Subdivision– Trackage between MP 74.5 to MP 75.9 Hunter.

Clifford Line Subdivision– Trackage between MP 17.0 to MP 18.0 Clifford.

5. Trackside Failed Equipment Detectors (FED)–None

6. FRA Excepted Track– None

7. Special Conditions–

Finley–Oil Spur east of highway will be used when engines left unattended.

Train Location Lineups–Maintenance of Way Rule 11.0 recorded train location lineup or track warrant must be obtained on Warwick Subdivision.

VMS recorded line–up system in effect for train location line–ups. Persons in the field can dial 8–298–2400 BNSF system or 800–422–2251. Then dial the 4 digit number next to the subdivision you want (Warwick–1633) you will receive the line–up.

8. Line Segments–

Road Line Segments

Line Segment	Limits
23	Vance to Hunter
274	Erie Jct. to Clifford
24	Warwick Jct. to Warwick

9. Locations not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
57073 Hamar	6.3 west of Tolna	31	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Cooperstown Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		00757	26.4	HANNAFORD	JR	TWC		
		57406	32.5	SHEPARD				
		57410	36.5	COOPERSTOWN				
		57425	51.0	BINFORD				

AAR Radio Channel No. 70 in service on this Subdivision.

Dispatcher Radio Call-In:

Hannaford-06

Train Dispatchers Telephone Numbers-8-234-6406

1. Speed Regulations

1(A). Speed – Maximum

Hannaford to Binford Freight 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:

Hannaford to Binford 131.5 tons

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

Six axle locomotives and six axle derricks not permitted.

Entire Subdivision restricted to one locomotive.

3. Method of Operation–

TWC–in effect:

MP 27.0, Hannaford to MP 50.5, Binford

Restricted Limits–in effect:

MP 26.3 to MP 27.0 between Hannaford and Shepard.

4. General Code of Operating Rules Items–

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

Rule 6.28–in effect: Track between MP 50.5 and 51.3 Binford.

5. Trackside Failed Equipment Detectors (FED)–None

6. FRA Excepted Track–

Hannaford–Binford–(MP 26.4 to MP 51.0)– FRA excepted track. See GCOR Rule 6.12.

7. Special Conditions–

Train Location Lineups–Maintenance of Way Rule 11.0 recorded train location lineup or track warrant must be obtained.

Switch point derail installed on main track at MP 50.5.

8. Line Segments–

Road Line Segments

Line Segment	Limits
281	Hannaford to Binford

9. Locations not Shown as Stations– None

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	P Line Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		00676	0.0	MOORHEAD	J	Rule 6.28	TWC	
			22.3	8.6				
		56008	8.0	KRAGNES				
				6.8				
		56015	14.8	GEORGETOWN				
				6.6				
		56022	21.6	PERLEY				
				6.0				
		56028	27.4	HENDRUM				
				6.0				
		56034	33.5	HALSTAD				
				7.6				
		56041	41.0	SHELLY				
				4.8				
		56046	45.8	NIELSVILLE				
				5.6				
		56052	50.8	CLIMAX				
				5.9				
		56057	56.8	ELDRED				
				8.6				
		09285	65.5	M N JCT	JT	Rule 6.28		

AAR Radio Channel No. 85 in service on this subdivision.

Dispatcher Radio Call-in:	
Halstad-74	M. N. Jct.-75

Train Dispatchers Telephone Numbers-8-234-6409 1-800-382-7785

1. Speed Regulations

1(A). Speed - Maximum

Freight

Moorhead to M.N. Jct 25 MPH.

1(B). Speed - Permanent Restrictions

Moorhead to MP 3.6 10 MPH.
 MP 13.7 to MP 29.2 10 MPH.
 MP 34.5 to MP 34.8 10 MPH.
 MP 53.5 to MP 57.0 10 MPH.
 MP 59.5 to MP 62.0 10 MPH.
 MP 63.5 to MP 64.0 10 MPH.
 MP 13.7, Kragnes to MP 29.2, Halstad 10 MPH.
 Moorhead to MP 2.6 10 MPH.
 MN Jct MP 65.5 to MP 64.0 10 MPH.

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

1(D). Speed - Other

Item 1A 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 MN Jct 134 tons

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

Six axle locomotives and six axle derricks not permitted.

3. Method of Operation-

TWC-in effect:

MP 3.6 Kragnes to MP 64.0, M.N. Jct.

Track Warrant Control in effect at Dilworth—Westward trains destined KO, Hillsboro, P Line, Prosper, Hunter, Clifford, Warwick and Cooperstown Subdivisions will obtain track warrants and track bulletins. Westward trains destined beyond Surrey Jct Switch will obtain KO Subdivision track warrants and bulletins, and Jamestown track warrants and bulletins. Eastward trains destined Staples and Hillsboro Subdivisions will copy track warrant and track bulletins.

OCS—in effect:

East Dilworth MP 250. and West Fargo MP 13.0 trains and engines may enter or occupy the main track on controlled signal indication after receiving verbal permission to enter yard limits from Dilworth control operator. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from Dilworth control operator. (See System Special Instructions 13.)

4. General Code of Operating Rules Items—

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

Rule 6.28—in effect: Moorhead and MP 3.6 East of Kragnes.

MN Jct MP 65.5 and MP 64.0—maximum speed 10 MPH.

Dakota Jct. connecting track.

5. Trackside Failed Equipment Detectors (FED)—None

6. FRA Excepted Track—None

7. Special Conditions—

Moorhead Jct to MP 3.6 East of Kragnes and Dilworth Terminal—

(A) Defined Terminal—Shall be all yard tracks and main tracks between:

KO Sub—	Eastbound Main from MP 13.0 (West Fargo) to MP 250.3 at East Dilworth. Westbound Main 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 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 control operator to enter yard limits.

(B) Track Movements and Occupancy—

In the Dilworth/Fargo Terminal, System Special Instructions, General Code of Operating Rule 17.0 "Occupancy Control System (OCS), General Code of Operating Rule 17.0 "OCS for trains and engines" and Maintenance of Way Operating Rule 16.0 "Occupancy Control System (OCS) will be 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 not in effect between Fargo Yard Office (MP 24.2) and MP 27.9 (East of Harwood) on the Hillsboro Subdivision.

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

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher or control operator:

—Signal indication of a controlled signal.

—Verbal permission from the train dispatcher or control operator.

OR

—Written OCS permission when joint with Maintenance of Way employees or when operating a train against the current of traffic.

The following locations are designated control points for OCS:

—East Dilworth

—Watts

- Eastbound Yard Lead (MP 5.2 on EWD, KO Sub)
- Moorhead Jct
- West Fargo
- South Moorhead
- Fargo Yard Office
- JY Jct
- OTV Jct

Trains and engines must get verbal permission from the Dilworth Control Operator 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 must obtain an OCS authority from the Dilworth Control Operator before occupying or fouling the main track within OCS limits or a Form B in effect. Maintenance of Way in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way 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 a Form B in effect.

All employees and train crews receiving on OCS must report to the Dilworth Control Operator 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—

When using 97 channel radio, the following channels are in service:

- Yard Channel— 20
- Road Channel— 66
- Road Channel— 70

#1—85 – East Grand Forks and East

When working, approaching or traveling on main tracks all employees will utilize Road Channel 2 (70)

All other movements or work other than Main track will utilize Yard Channel 20.

(D) Train Inspection:

Dilworth/Fargo— Roll-by inspection required of departing trains at speed not exceeding 10 MPH. Unless otherwise provided inbound train crew will make inspection of departing train.

(E) Connecting Tracks:

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

Between MP 2.0 Prosper Subdivision and Dakota Jct, Hillsboro Subdivision, Dakota Jct. connecting track Rule 6.28 applies

Wilds—AGSCO industry track, close clearance riding cars prohibited.

M.N. Jct. Switch—Normal position is lined for the P Line Subdivision.

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

8. **Line Segments—**

Road Line Segments

<u>Line Segment</u>	<u>Limits</u>
247	Moorhead to MN Jct.

9. Locations not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
56002	Bingham	1.8 west of Moorhead	200	Both
56064	Wilds	8.1 west of Eldred	160	East

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Warroad Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		55315	103.3	WARROAD	12.2	Rule 6.28	
		55303	91.2	SALOL	9.2	TWC	
		55294	82.9	ROSEAU	13.0		
		55281	70.0	BADGER	9.5		
		55271	60.5	GREENBUSH	18.6		
		55253	41.8	MIDDLE RIVER	19.2		
				SOO LINE			
		55234	22.6	CROSSING	3.1	M	
		55230	19.6	THIEF RIVER FALLS	7.2	T	
	55223	11.8	ST HILAIRE		Rule 6.28		

AAR Radio Channel No.85 in Service on this subdivision.

Dispatcher Radio Call-In:	
Thief River Falls-80	Greenbush-71

Train Dispatchers Telephone Numbers-8-234-6409 1-800-382-7785

1. Speed Regulations

1(A). Speed - Maximum

Warroad to St. Hilaire **Freight**
25 MPH.

1(B). Speed - Permanent Restrictions

MP 13.9 to MP 11.8 10 MPH.
MP 13.9 to MP 58.9 25 MPH.
MP 58.9 to MP 102.0 12 MPH.
MP 102.0 to End of track 10 MPH.
Thief River Falls-Wye track 5 MPH.

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

1(D). Speed - Other

Item 1A of the System Special Instructions applies between St. Hilaire and Warroad.

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

2. Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

Warroad to Greenbush 131.5 tons

Greenbush to St Hilaire 134 tons

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

Six axle locomotives not permitted.

Six axle derricks not permitted between Warroad and Greenbush.

3. Method of Operation-

TWC-in effect:

MP 102.0, Warroad to MP 13.9, St. Hilaire.

Secure Soo CP clearance and bulletins at Grand Forks or Thief River Falls.

Rule 6.28—in effect: Between MP 13.9 Thief River Falls to MP 11.8 St. Hilaire maximum speed 10 MPH.

Derail installed at MP 13.9 on main.

Warroad—MP 102.0 : Warroad to end of track Maximum speed 10 MPH.

Maintenance of Way Rule 6.3.2—in effect: Warroad—MP 102.0 to end of track.

4. General Code of Operating Rules Items—

Rule 6.19—When flagging is required, distance will be 1.0 miles.

5. Trackside Failed Equipment Detectors (FED)—None

6. FRA Excepted Track— None

7. Special Conditions—

Thief River Falls—Due to sharp curvature of track, when handling a 50 foot or longer car, on east leg of wye and over the crossover, cars should be handled separately.

At Soo Line Crossing—Gate has been placed against BNSF movement over Soo Line diamond at MP 22.6, stop must be made. After gate has been lined for BNSF and movement over the diamond is completed, gate must be restored to original position against BNSF movement.

Normal position of Soo Line connection switch leaving the Warroad Subdivision is lined for connection track.

St. Hilaire—Do not exceed 4 MPH over scale on elevator track. Avoid excessive use of independent brake over scale.

8. Line Segments—

Road Line Segments—

Line Segment	Limits
244	Warroad to St. Hilaire

Ballast Pits—

Line Segment	Limits
577	Roseau

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
55293 Farm Services Equip. Spur	1.0 west of Roseau	6	East
55281 Greunig Spur	1.5 west of Badger	12	East
55261 Strathcona	10.2 west of Greenbush	5	West
55227 NW Pallet Ass'n Spur	3.0 west of Thief River Falls	10	West

W E S T W A R D	Length of Siding in Feet	Station Nos.	Mile Post Location	Noyes Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	E A S T W A R D
			0.0	NORTH CROOKSTON JCT	JTR			
			12.7	EUCLID				
		09301	12.7	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				
	2,980	09358	70.1	HALLOCK	TWC			
				12.2				
		09370	82.3	HUMBOLDT				
				8.2				
		09378	90.5	NOYES	BJ	Rule 6.28		

Radio Channel No.85 in Service on this subdivision.

Dispatcher Radio Call-in:		
North Crookston-75	Warren-76	Hallock-78

Train Dispatchers Telephone Numbers-8-234-6409 1-800-382-7785

1. Speed Regulations

1(A). Speed - Maximum Freight
North Crookston Jct. to Noyes MP1 to MP 88.5 25 MPH.

1(B). Speed - Permanent Restrictions
MP 88.5 to MP 90.5 10 MPH.
East and West leg of wye track 10 MPH.

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

1(D). Speed - Other
Item 1A 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
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

3. Method of Operation-

TWC-in effect:

MP 1.0, North Crookston to MP 88.5 Noyes.

Restricted Limits-in effect: MP 0.0 to MP 1.0

All movements operating on CN and CP Railroads between BNSF connecting track Noyes to MP 61.0 Letellier Subdivision must operate at restricted speed, prepared to stop within one-half the range of vision, not exceeding 15 MPH.

Maximum permissible speed over bridge MP 63.1 (North of Emerson Station) 10 MPH.

Maintenance of Way Operating Rules 6.3.2—in effect:
MP 88.5 to MP 90.5

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

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 6.28—in effect:
MP 88.5 to MP 90.5.

5. **Trackside Failed Equipment Detectors (FED)**—None

6. **FRA Excepted Track**— None

7. **Special Conditions—**

Stephen—Crossing signals must be activated on siding prior to occupying crossing.

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

Speed Test Boards—Engineers shall test speed of their trains at following locations:
Eastward and Westward trains— MP 80.0 to MP 79.0.

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 Whse Spur	0.7 west of Kennedy	52	East
Agsco Dist Inc	0.8 east of Hallock	7	East
09357 George Welaski Spur	0.7 east of Hallock	7	East
09364 Hill Siding	7.0 west of Hallock	16	East
09376 St. Vincent	1.8 east of Noyes	13	Both

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Fertile Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
		05265	65.9	REDLAND JCT	J	TWC		
		55044	45.4	FERTILE		Rule 6.28		

AAR Radio Channel No. 85 in service on this subdivision.

Dispatcher Radio Call-in:	
Redland Jct.-75	Fertile-74

Train Dispatchers Telephone Numbers-8-234-6409 1-800-382-7785

1. **Speed Regulations**

1(A). **Speed - Maximum**

Redland Jct. to Fertile- MP 65.9 to MP 45.4 **Freight** 10 MPH.

1(B). **Speed - Permanent Restrictions-None**

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

1(D). **Speed - Other**

Item 1A 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:**

Redland Jct to Fertile 134 tons

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

Six axle locomotives not permitted.

3. **Method of Operation-**

TWC-in effect: Redland Jct to MP 46.5

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 46.5 to End of Track (Fertile)

Maintenance of Way Operating Rule 6.3.2-in effect:

MP 54.4 to MP 46.5

5. **Trackside Failed Equipment Detectors (FED)-None**

6. **FRA Excepted Track-None**

7. **Special Conditions-**

Derail located at MP 45.9.

8. **Line Segments-**

Road Line Segments

Line Segment Limits

246 Redland Jct. to Fertile

9. **Locations not Shown as Stations-**

Name	Miles-Location	Capacity Cars	Switch Opens
J.R. Dale Farm Supply Spur	0.9 east of Fertile	7	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Ada Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		09252	47.7	ADA	16.9	Rule 6.28	
		09270	65.1	BELTRAMI	15.3	TWC	
		09285	80.3	M N JCT	0.7	J	
			81.0	CROOKSTON JCT		JT Rule 6.28	

AAR Radio Channel No. 85 in service on this subdivision.

Dispatcher Radio Call-in:

Ada-74

M.N. Jct.-75

Train Dispatchers Telephone Numbers—8-234-6409 1-800-382-7785

1. Speed Regulations

1(A). Speed – Maximum **Freight**
Crookston Jct to Ada 25 MPH.

1(B). Speed – Permanent Restrictions
Crookston Jct to MN Jct 10 MPH.
MN Jct to MP 71.4 25 MPH.
MP 71.4 to MP 68.0 10 MPH.
MP 68.0 to MP 59.0 25 MPH.
MP 59.0 to Ada 10 MPH.
MP 47.0 to MP 48.2 10 MPH.

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

1(D). Speed – Other
Ada Elevator Track 10 MPH.
Item 1A 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:**

Ada to Crookston 134 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.
Six axle locomotives not permitted.

3. Method of Operation—

TWC—in effect:
MP 48.2 and MP 80.0

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 80.0 to Crookston Jct.
MP 48.2 Ada to MP 47.0

MN Jct Switch—Normal position is for the P Line Subdivision:
East leg Wye switch. Normal position line for Crookston yard.

Maintenance of Way Operating Rule 6.3.2—in effect:

MP 80.0 to Crookston Jct
MP 48.2 to MP 49.0

5. **Trackside Failed Equipment Detectors (FED)**—None

6. **FRA Excepted Track**— None

7. **Special Conditions**—

ADA—Old passing track out of service.

8. **Line Segments**—

Road Line Segments—

Line Segment	Limits
32	Glydon to Felton
32	Ada to Crookston Jct

9. **Locations not Shown as Stations**—

Name		Miles—Location	Capacity Cars	Switch Opens
09251	American Oil Co Spur	0.7 east of Ada	13	West
09275	Greenview	5.9 west of Beltrami	20	West
09257	Hadler	5.6 west of Ada	30	East

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Drayton Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		55422	117.8	HONEYFORD		Rule 6.28		
		55425	121.3	3.5 GILBY		TWC		
		55430	125.6	4.3 JOHNSTOWN				
		55434	130.3	4.7 FOREST RIVER		U		
		55440	136.1	5.8 VOSS				
		55539	145.0	8.9 GRAFTON		JTU		
		55464	160.5	15.5 DRAYTON		TWC		
		55483	178.8	18.3 JOLIETTE		Rule 6.28		

AAR Radio Channel No. 66 in service on this subdivision.

Dispatcher Radio Call-in:		
Grafton-48	Joliette-78	Honeyford-31

Train Dispatchers Telephone Numbers-8-234-6421 1-800-382-7809

1. Speed Regulations

1(A). Speed - Maximum Freight
Honeyford to Joliette 25 MPH.

1(B). Speed - Permanent Restrictions
MP 118.5 to End of track 10 MPH.
MP 143.6 to MP 145.6 10 MPH.
MP 143.0 to MP 148.0 10 MPH.
MP 159.6 to MP 163.3 10 MPH.
MP 178.0 to End of track 10 MPH.

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

1(D). Speed - Other
Item 1A 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
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives not permitted.

3. Method of Operation-

TWC-in effect:
MP 119.5 to MP 143.0
MP 148.0 to MP 178.0

4. General Code of Operating Rules Items-

Rule 6.19-When required to flag, distance will be 1.5 miles.

Rule 6.28-in effect: Joliette Track between MP 178.0 to MP 179.5 maximum speed 10 MPH.

MP 143.0 to MP 147.0

Honeyford-Track between MP 118.5 Eastward to end of track, maximum speed 10 MPH.

Rule 6.32.2-in effect: Over crossing on industry track Johnston, MP 125.9.

5. **Trackside Failed Equipment Detectors (FED)—None**6. **FRA Excepted Track—None**7. **Special Conditions—**

Johnstown—When train movement is made over crossing on industry track at Johnstown MP 125.9 crew must stop on edge of crossing and make certain flashing light signals are activated before crossing or crew member must be on the ground at crossing to warn traffic until crossing is occupied.

Railroad Crossings not Indicated at Station—

Between Voss and Grafton—MP 144.2 at Glasston Subdivision crossing.

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

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

Joliette—Derail installed at MP 178.0.

8. **Line Segments—**

Road Line Segments

Line Segment	Limits
249	Honey Ford to Joliette

9. **Locations not Shown as Stations—**

Name	Miles—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

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Glasston Subdiv BRANCH LINE STATIONS		method of Oper.	Track Diagram
		05295	0.0	GRAND FORKS	RBMJT	
				1.4			
		55502	1.4	CALSPUR	R		
				11.0			
		55512	12.4	MANVEL		TWC	
				12.1			
		55524	24.5	ARDOCH	U		
				6.1			
		55530	30.6	MINTO			
				8.9			
		55539	39.4	GRAFTON	JTU	Rule 6.28	
				6.5			
		55546	45.9	AUBURN			
				7.6			
		55553	53.5	ST THOMAS		TWC	
				6.1			
		55559	59.6	GLASSTON		Rule 6.28	

AAR Radio Channel No. 66 in service on this subdivision.

Dispatcher Radio Call-In:	
Grafton-48	Grand Forks-96

Train Dispatchers Telephone 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 head end restriction westward trains 10 MPH.

Grand Forks and MP 37.8 25 MPH.

MP 37.0 to MP 42.0 10 MPH.

MP 42.0 to MP 59.0 25 MPH.

MP 59.0 to MP 60.2 10 MPH.

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

1(D). Speed - Other

Item 1A 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 134 tons

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

Six axle locomotives not permitted.

3. Method of Operation-

TWC-in effect:

MP 6.0 to MP 37.0

MP 42.0 (Grafton to MP 59.0 (Glasston).

Restricted Limits-in effect:

Between MP 0.0 and MP 6.0

Between Grand Forks and Manvel

4. General Code of Operating Rules Items-

Rule 6.19-When flagging is required, distance will be 1.5 miles.

Rule 6.28 Applies– Glasston, trackage between:

MP 59.0 to MP 60.2

MP 37.0 to MP 42.0

5. Trackside Failed Equipment Detectors (FED)–None

6. FRA Excepted Track–None

7. Special Conditions–

Derail installed at MP 59.0.

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

Calspur–Derail located on Old NP Main track just east of diamond.

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–Normal position of the main track switch located at MP 40.2 is lined for Walhalla Subdivision.

Manvel–Close clearance south side of spur Turtle River Bean spur.

Transfer track switch–located at MP 38.7 normal position is lined for movement to be made.

8. Line Segments–

Road Line Segments–

Line Segment	Limits
246	Hi-Way–Calspur
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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Walhalla Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		55539	0.0	GRAFTON	JTU	Rule 6.28		
		55606	5.7	NASH				
		55613	12.9	HOOPLE				
		55618	17.5	CRYSTAL				
		55624	23.9	HENSEL				
		55631	31.4	CAVALIER				
		55648	48.5	WALHALLA	T	Rule 6.28		

AAR Radio Channel No. 66 in service on this Subdivision.

Dispatcher Radio Call-In:	
Grafton-48	Cavalier-60

Train Dispatchers Telephone Numbers-8-234-6421 1-800-382-7809

1. **Speed Regulations**

1(A). **Speed – Maximum**

Freight

Grafton to Walhalla 25 MPH.

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

Grafton 10 MPH.

1(C). **Speed – Switches and Turnouts–None**

1(D). **Speed – Other**

Item 1A 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

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

Six axle locomotives and six axle derricks not permitted.

3. **Method of Operation–**

TWC–in effect:

MP 2.0, Grafton to MP 47.2, Walhalla.

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

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

Rule 6.28–in effect:

MP 47.2 to End of Track, Walhalla

MP 2.0 to End of Track, Grafton

5. **Trackside Failed Equipment Detectors (FED)–None**

6. **FRA Excepted Track– None**

7. **Special Conditions–**

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

Do Not Exceed 4 MPH. over scale at A.D.M.

Wheat Gluten track out of service ADM

Nash— Cars left on team track should have at least one car length's clearance on Walsh County Road No. 6 just east of No. 27 Spot. Clearance should be checked from north side of track.

Hoople—Close clearance at Swanson Spur and Mid Garden Potato.

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 Farms	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
55645 Ted Eggen Potato Whse	1.4 east of Walhalla	8	West
55646 Johnson Potato Co. Spur	1.2 east of Walhalla	13	East
M.T.K. Inc. Spur	1.6 east of Walhalla	8	West
ADM	1.5 east of Walhalla	90	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Hannah Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		55723	23.6	CONWAY	5.0	J	
		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	7.0		
		55795	95.0	HANNAH		T	Rule 6.28

AAR Radio Channel No. 85 in service on this Subdivision.

Dispatcher Radio Call-In:	
Conway-31	Langdon-61

Train Dispatchers Telephone Numbers-8-234-6421 1-800-382-7809

1. Speed Regulations

1(A). Speed - Maximum

Conway to Langdon	Freight 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 Langdon 134 tons

Langdon to Hannah 131.5 tons

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

Six axle locomotives and six axle derricks not permitted.

3. Method of Operation-

TWC-in effect:

Conway to MP 94.0

4. General Code of Operating Rules Items-

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

Rule 6.28-in effect: Between MP 94.0 and Hannah.

5. Trackside Failed Equipment Detectors (FED)-None

6. FRA Excepted Track- None

7. Special Conditions- None

8. Line Segments—

Road Line Segments

Line Segment	Limits
252	Conway to Hannah

9. Locations not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
Rossford Johnson Spur		1.2 west of Park River	13	West
55768	Eauby	5.5 west of Osnabrock	30	East
55781	Dresden	7.0 west of Langdon	34	Both

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Mayville Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
		05322	129.6	MAYVILLE JCT	J			
				12.6				
		56353	117.4	NORTHWOOD				
				8.5				
		56345	109.0	HATTON		TWC		
				6.5				
		56338	102.4	PORTLAND JCT	T			
				4.9				
		56333	96.0	MAYVILLE		Rule 6.28		

AAR Radio Channel No. 66 in service on this Subdivision.

Dispatcher Radio Call-in:	
Larimore-31	Hatton-46

Train Dispatchers Telephone Numbers-8-234-6421 1-800-382-7809

1. Speed Regulations

1(A). Speed - Maximum

Mayville Jct to Mayville Freight 25 MPH.

1(B). Speed - Permanent Restrictions-None

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

1(D). Speed - Other

Bridge 28.9, Portland cars heavier than 134 tons 10 MPH.
Item 1A 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

Portland to Portland Jct 143 tons

MP 97.0 to Mayville 134 tons

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

Six axle locomotives not permitted.

Six axle derrick not permitted between MP 97 and Mayville

3. Method of Operation-

TWC-in effect:

Mayville Jct MP 129.6 to MP 97.9

4. General Code of Operating Rules Items-

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

Rule 6.28 Applies-Between Portland Jct and Portland maximum speed 10 MPH.
between MP 97.9 and end of track Mayville.

5. Trackside Failed Equipment Detectors (FED)-None

6. FRA Excepted Track-None

7. Special Conditions-

Mayville- Derail installed on main track at MP 97.9.

8. Line Segments--

Road Line Segments--

Line Segment	Limits
274	Portland--Portland Jct
23	Mayville Jct to Mayville

9. Locations not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
56331 Mayville Pelleting Co Spur	1.1 west of Mayville	6	West
Gornley 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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Sarles Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		05359	0.0	LAKOTA	12.4	JT	Rule 6.28	
		55812	12.0	BROCKET	6.3	TWC		
		55818	18.3	LAWTON	8.5			
		55827	27.0	EDMORE	12.9			
		55840	39.7	HAMPDEN	12.3			
		55852	52.1	MUNICH	7.5			
		55860	59.5	CLYDE	5.9			
		55866	65.5	CALVIN	7.4	T	Rule 6.28	
		55872	73.0	SARLES				

AAR Radio Channel No. 66 in service on this Subdivision.

Dispatcher Radio Call-In:	
Lakota-18	Hampden-32

Train Dispatchers Telephone 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 48.3 over diamond 10 MPH.

MP 58.0 to MP 66.0 10 MPH.

MP 57.8, Clyde to MP 73.0, Sarles, trains handling loaded cars 10 MPH.

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

1(D). **Speed – Other**

Item 1A 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

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

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

3. **Method of Operation—**

TWC—in effect:

MP 1.0 (Lakota) to MP 71.9 Sarles

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

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

Rule 6.28—in effect:

Between MP 0.0 and MP 1.0

Between MP 71.9 and MP 72.9, Sarles

5. **Trackside Failed Equipment Detectors (FED)—None**

6. **FRA Excepted Track—None**

7. Special Conditions—

Derail placed on main track at MP 71.9.

Railroad Crossings not indicated at Station—

Soo CP Crossing 3.7 miles east of Bocket

Soo CP Crossing 3.8 miles east of Munich

8. Line Segments—

Road Line Segments

<u>Line Segments</u>	<u>Limits</u>
279	Lakota to Sarles

9. Locations not Shown as Stations— None

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Hansboro Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		05383	0.0	DEVILS LAKE	BJTU	Rule 6.28		
		55912	11.8	WEBSTER				
		55924	23.4	STARKWEATHER				
		55939	39.4	OLMSTEAD	U			
		55953	53.0	ROCK LAKE				
		55966	66.6	HANSBORO	T			

AAR Radio Channel No. 66 in service on this Subdivision.

Dispatcher Radio Call-In:

Devils Lake-19

Train Dispatchers Telephone Numbers-8-234-6421 1-800-382-7809

1. Speed Regulations

1(A). Speed - Maximum

Freight

Devils Lake and Hansboro 10 MPH.

1(B). Speed - Permanent Restrictions-None

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

1(D). Speed - Other

MP 28.2 road crossing 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:

Devils Lake to Hansboro 131.5 tons

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

Six axle locomotives and six axle derricks not permitted.

3. Method of Operation-

TWC-in effect:

MP 1.0, Devils Lake and Hansboro.

4. General Code of Operating Rules Items-

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

Rule 6.28-in effect:

Between MP 0.0 and MP 1.0.

5. Trackside Failed Equipment Detectors (FED)-None

6. FRA Excepted Track-

Between MP 1.0 Devils Lake and MP 6.6 Hansboro. See GCOR Rule 6.12.

7. Special Conditions-

Railroad Crossings not indicated at Station-

Soo CP Crossing 0.2 miles west of Devils Lake

Soo CP Crossing 0.3 miles west of Olmstead

8. Line Segments—

Road Line Segments

Line Segments	Limits
275	Devils Lake to Hansboro

9. Locations not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
55917	Garske	5.2 west of Webster	21	Both
55929	St. Joe	4.8 west of Starkweather	14	Both
55946	Crocus	6.6 west of Olmstead	13	East

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Rolla Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		05402	0.0	CHURCHS FERRY	JTR	TWC	
				15.4			
2,592	58015	15.3		CANDO			
				12.5			
		58028	28.0	BISBEE	U		
				7.3			
		58035	35.0	PERTH			
				12.2			
		58047	47.3	ROLLA		Rule 6.28	

AAR Radio Channel No. 66 in service on this Subdivision.

Dispatcher Radio Call-In:

Churchs Ferry-10

Train Dispatcher Telephone Number-8-234-6421 1-800-382-7809

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Westhope Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		05441	0.0	RUGBY	JT	TWC	
				12.8			
		58213	12.5	BARTON			
				8.4			
		58221	21.0	WILLOW CITY			
				16.9			
		58238	37.9	BOTTINEAU			
				13.0			
		58251	50.9	SOURIS			
				16.1			
		58267	67.0	WESTHOPE		Rule 6.28	

AAR Radio Channel No. 66 in service on this Subdivision.

Dispatcher Radio Call-In:

Rugby-09

Bottineau-13

Train Dispatcher Telephone Number-8-234-6421 1-800-382-7809

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Granville Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		05481	0.0	GRANVILLE	JT	TWC	
				13.0			
		58413	12.9	DEERING			
				11.5			
		58424	24.3	GLENBURN			
				10.8			
		58435	35.1	LANSFORD	U		
				11.1			
		58446	46.2	MOHALL			

AAR Radio Channel No. 66 in service on this Subdivision.

Dispatcher Radio Call-In:

Granville-07

Train Dispatcher Telephone Number-8-234-6421 1-800-382-7809

1. Speed Regulations**1(A). Speed – Maximum****Freight**

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

1(B). Speed – Permanent Restrictions

MP 28.4 Soo Diamond	10 MPH.
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1(C). Speed – Switches and Turnouts–None**1(D). Speed – Other**

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

See Item 1 of the System Special Instructions for additional speed restrictions.
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2. Bridge and Equipment Weight Restrictions–**Maximum Gross Weight of Car:**

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

Six axle locomotives and six axle derricks not permitted

Rolla Sub–

Churchs Ferry to Perth	134 tons
Perth to Rolla	131.5 tons

Westhope Sub–

Rugby to Bottineau	143 tons
Bottineau to MP 63.0	134 tons
MP 63.0 to Westhope	131.5 tons

Granville Sub–

Granville to MP 48.0	131.5 tons
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3. Method of Operation–

TWC–in effect:

Restricted 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–in effect:

Between MP 46.4 to MP 47.3 Rolla Subdivision.

Between MP 66.8 to MP 67.7 Westhope Subdivision.

Between MP 45.4 to MP 48.0 Granville Subdivision.

5. Trackside Failed Equipment Detectors (FED)–None**6. FRA Excepted Track–**

Between Granville and Mohall – FRA excepted track – See GCOR Rule 6.12.

7. Special Conditions–

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

Derail placed on main track at MP 46.4 Rolla Subdivision.

Derail placed on main track at MP 66.4 Westhope Subdivision.

Derail placed on main track at MP 45.4 Granville Subdivision.

Railroad Crossings not indicated at Station–

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


8. Line Segments-

Road Line Segments

Line Segment	Limits
267	Churchs Ferry to Rolla
269	Rugby to Westhope
271	Grancille to Mohall

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
58007 Maza	7.1 west of Churchs Ferry	28	Both
58262 Landa	west of Souris	40	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Crosby Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
	1,913	00939	0.0	BERTHOLD	JR	TWC		
		58620	20.4	COULEE				
		58627	27.2	KENASTON				
	1,703	58634	33.9	NIOBE	JR			
		58641	40.6	COTEAU				
		58655	54.8	LIGNITE				
		58657	57.0	LIGNITE JCT	J			
		58665	64.5	KINCAID				
		58675	75.3	NOONAN				
		58688	89.5	CROSBY	TR			

AAR Radio Channel No. 54 in service on this Subdivision.

Dispatcher Radio Call-In:	
Berthold-01	Niobe-02

Train Dispatcher Telephone Number-8-234-6407

1. Speed Regulations

1(A). Speed – Maximum

	Freight
Berthold and Niobe	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.

1(B). Speed – Permanent Restrictions–None

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

1(D). Speed – Other

Item 1A 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:

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 and six axle derricks not permitted between Niobe and Crosby.

3. Method of Operations–

TWC—in effect: Berthold to Crosby

Restricted Limits—in effect:

Berthold	MP 0.0 to MP 1.0
Niobe	MP 33.3 to MP 35.0
Crosby	MP 87.6 and 89.5


4. General Code of Operating Rules Items–

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

5. **Trackside Failed Equipment Detectors (FED)–None**
6. **FRA Excepted Track–**
Between MP 57.0 Lignite Jct. and MP 89.5 Crosby. 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 DMVW RR.
Lignite Jct and Crosby–Do not operate any trains between the hours 1200 and 2000 from May 1st to September 30th.
8. **Line Segments–**
 Road Line Segments

Line Segment	Limits
263	Berthold to Crosby
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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Niobe Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		58634	0.0	NIOBE	J	TWC		
		58708	8.0	BOWBELLS	A			
		58721	20.8	NORTHGATE				
		58723	21.5	BOUNDARY LINE	J			

AAR Radio Channel No. 54 in service on this Subdivision.

Dispatcher Radio Call-In:

Niobe-02

Train Dispatcher Telephone Number-8-234-6407

1. Speed Regulations

1(A). Speed - Maximum

Freight

Niobe to Boundary Line 35 MPH.

1(B). Speed - Permanent Restrictions

Bowbells 25 MPH.

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:

Niobe to Boundary Line 143 tons

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

3. Type of Operations-

TWC-in effect: Niobe to Boundary Line

4. 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.

5. Trackside Failed Equipment Detectors (FED)-None

6. FRA Excepted Track- None

7. Special Conditions-None

8. Line Segments-

Road Line Segments

Line Segment	Limits
264	Niobe to Boundary Line

9. Locations Not Shown as Stations- None

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Grenora Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
		00970	0.0	STANLEY	JTR			
		58812	11.7	LOSTWOOD				
		58825	24.6	POWERS LAKE				
		58838	38.0	MCGREGOR				
		58850	50.4	WILDROSE				
		58864	64.3	ALAMO		TWC		
		58870	69.8	APPAM				
		58875	74.6	ZAHL				
		58887	87.1	GRENORA	T			

AAR Radio Channel No. 54 in service on this Subdivision.

Dispatcher Radio Call-in:		
Stanley-12	Powers Lake-02	Wildrose-04

Train Dispatcher Telephone Number-8-234-6407

1. **Speed Regulations**

1(A). **Speed – Maximum**

Stanley and Grenora 25 MPH. **Freight**

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

MP 24.4 to MP 24.9 10 MPH.

MP 74.6 to MP 87.1 10 MPH.

Grenora–Engine or leading car over Main Street crossing 10 MPH.

1(C). **Speed – Switches and Turnouts–None**

1(D). **Speed – Other**

Item 1A 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:**

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.

Six axle derricks not permitted between Zahl and Grenora

3. **Type of Operations–**

TWC–in effect: Stanley to Grenora

Restricted Limits–in effect:

MP 0.0 Stanley and MP 1.0 Lostwood

4. **General Code of Rules Items–**

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

5. **Trackside Failed Equipment Detectors (FED)–None**

6. **FRA Excepted Track–**

Between MP 74.6 Zahl and MP 87.1 Grenora. See GCOR Rule 6.12.

7. Special Conditions--

Normal position of the north wye switch at Stanley is lined for the east leg of the wye.

8. Line Segments--

Road Line Segments

Line Segment	Limits
265	Stanley to Grenora

9. 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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Scobey Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		01075	0.7	BAINVILLE	JR			
				19.3				
		59018	19.1	FROID				
				6.3				
		59024	25.9	HOMESTEAD				
				6.0				
		59030	32.0	MEDICINE LAKE				
				7.5				
		59038	39.7	RESERVE				
				6.3				
		59044	46.2	ANTELOPE		TWC		
				8.0				
2,097		59052	54.4	PLENTYWOOD				
				20.0				
		59072	74.5	REDSTONE				
				12.0				
		59084	86.4	FLAXVILLE				
				12.6				
1,947		59097	99.0	SCOBEY				

AAR Radio Channel No. 54 in service on this Subdivision.

Train Dispatcher Telephone Number—8-234-6407

1. Speed Regulations

1(A). Speed – Maximum

Freight

Bainville and Scobey 25 MPH

1(B). Speed – Permanent Restrictions

Loaded grain trains MP 54.8 to MP 100 10 MPH

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

1(D). Speed – Other

All sidings 10 MPH

Item 1A 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:

Bainville to Plentywood 143 tons

Plentywood to Scobey 134 tons

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

Six axle locomotives and six axle derricks not permitted.

Four axle locomotives heavier than 140 tons not permitted.

3. Method of Operations—

TWC—in effect: Bainville to Scobey

Restricted Limits—in effect:

Between MP 0.0 and MP 1.0

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)—None

6. FRA Excepted Track—None

7. Special Conditions—

Only 27 loads may be handled between Scobey MP 100 and Plentywood MP 54.8. Use no dynamic braking or independent brakes on descending grade between MP 86.5 Flaxville and MP 74.5 Redstone.

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 MP 100 Scobey and MP 54.8 Plentywood.

Only 85 loads may be handled between MP 0.7 Bainville and MP 57.7 Plentywood.

Handling 80 Feet or Longer Cars—(See System Special Instructions, Item 3A)

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. Line Segments—

Road Line Segments

Line Segment	Limits
355	Bainville to Scobey

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

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 telephone 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.
- 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:

<u>MRAS CHL NUMBER</u>	<u>TX FREQ</u>	<u>RX FREQ</u>
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 one is attempting to contact your train.
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.

FORT WORTH N.O.C. PHONE NUMBERS

Dispatcher	Phone Number	FAX Number
MINDAK Chief	Desk 234-7174 Mobile 234-6123	234-6128
Lineup Manager 01	Desk 234-7344	None
Coal Chief	Desk 234-6139 Mobile 234-6218	234-6213
Lineup Manager 02	Desk 234-7098	None
West Hump Dist 1	234-6401	234-6484
East Hump Dist 10	234-6417	234-6493
Staples East Dist 12	234-6402	234-6485
Staples West Dist 14	234-6422	234-6498
Willmar Dist 3	234-6403	234-6486
Marshall Dist 4	234-6404	234-6427
Jamestown Dist 5	234-6405	234-6428
Minot East Dist 6	234-6406	234-6489
Minot West Dist 7	234-6407	234-6490
Hinckley Dist 8	234-6408	234-6491
Superior Dist 9	234-6409	234-6492
Dickinson West Dist 11	234-6418	234-6494
Dickinson East Dist 11A	234-6419	234-6495
Forsyth Dist 12	234-6420	234-6496
Grand Forks 13	234-6421	234-6497
Crew Planners	234-7346 & 234-7345	None

Division Operating Officers

G.A. WARNING	Terminal Manager	Grand Forks	795-1255
M.T. HASTINGS	Trainmaster	Grand Forks	795-1240
A.E. WOLFE	Trainmaster	Grand Forks	795-1222
C.G. KEMMET	Roadmaster	Grand Forks	795-1252
D.E. VADNAIS	Roadmaster	Grand Forks	795.1266
M.F. HEILLE	Roadmaster	Grand Forks	795-1236
C.J. SMITH	Road Foreman	Grand Forks	795-1250
C.E. WENDT	Terminal Manager	Dilworth	280-7264
C.D. STAUS	Terminal Trainmaster	Dilworth	280-7327
M.G. JUNGCK	Terminal Trainmaster	Dilworth	280-7347
D.D. CHAPPELL	Terminal Trainmaster	Dilworth	280-7971
R.T. ROGNEBY	Trainmaster	Dilworth	280-7908
L.G. SCHIPPER	Road Foreman	Fargo	280-7366
H.C. JESKE	General Roadmaster	Fargo	280-7239
M.A. BOSER	Roadmaster	Fargo	280-7234
R.D. BENNETT	Roadmaster	Fargo	280-7232
R.A. TOBOSA	Manager Safety/Rule	Fargo	280-7326
O.I. CLASPILL	Gen. Frmn Mech.	Dilworth	280-7345
J.M. ZELLER	Foreman Mechanical	Dilworth	280-7360
R.B. IWEN	Foreman Mechanical	Grand Forks	795-1295
P.J. RYAN	Road Foreman	Minot	857-6615
R.D. BROWN	Trainmaster	Minot	857-6607
D.F. WALLIN	Trainmaster	Minot	857-6604
M.B. KELLER	Trainmaster	Glasgow	228-3373
L. YUDYSKI	Supvr. Control Systems	Glasgow	552-3379
R.G. McMAHAN	Trainmaster	Gavin Yard	857-6622
P.J. BUSCH	Roadmaster	Gavin Yard	857-6759
M.J. TUCKER	Roadmaster	Gavin Yard	857-6635
D.G. JACOBSON	Supvr. Control Systems	Gavin Yard	857-6630
J.D. ROGMAN	Roadmaster	Gavin Yard	857-6614
B.M. KLIEN	Roadmaster	Williston	857-6752
Action Request Hotline			857-6679