

WEST WARD	Fairfield Subdiv BRANCH LINE						EAST WARD
	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6 Oper	
	3,600	61521	369	0.6	EASTHAM JCT	J	
		61585		11.0	FAIRFIELD	TWC	
							Distance from Eastham Jct.
							0.0
							11.0

BN Radio Channel No. 2 in service on this Subdivision.  
(AAR Channel 70 on the 97 channel radios)

- Maximum Speeds Permitted—** Freight  
Eastham Jct. and Fairfield ..... 25 MPH  
All Sidings ..... 10 MPH  
Eastham Jct. Switch MP 0.6 ..... 10 MPH  
Item 1A, All Subdivisions, applies.
- Bridge and Equipment Weight Restrictions—**NONE.
- Type of Operations—**  
TWC— in effect on this subdivision.  
**Maintenance of Way—** Rule 35 Recorded Train Location Line-up  
available on this subdivision.
- General Code of Operating Rules Items—**  
Rule 99— When flagging is required, flagging distance is 1.0 mile.
- Trackside Failed Equipment Detectors (FED)—**  
A. Protecting Bridge, Tunnel or other Structures: NONE  
B. Other FED Locations: NONE
- FRA Excepted Track—** NONE
- Special Conditions—**  
**Handling 80 Feet or Longer Cars—**  
(See System Special Instructions, Item 3).
- Locations Not Shown as Stations—** NONE

WEST WARD	Valier Subdiv BRANCH LINE						EAST WARD
	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6 Oper	
		32847		0.0	VALIER JCT	J	
		61717	361	17.3	VALIER	TWC	
							Distance from Valier Jct.
							0.0
							17.3

BN Radio Channel No. 2 in service on this Subdivision.  
(AAR Channel 70 on the 97 channel Radios)

- Maximum Speeds Permitted—** Freight  
Valier Jct and Valier ..... 25 MPH  
Item 1A, All Subdivisions, applies.
- Bridge and Equipment Weight Restrictions—**NONE.
- Type of Operations—**  
TWC— in effect on this subdivision.  
**Maintenance of Way—** Rule 35 Recorded Train Location Line-up  
available on this subdivision.
- General Code of Operating Rules Items—**  
Rule 99— When flagging is required, flagging distance is 1.0 mile.
- Trackside Failed Equipment Detectors (FED)—**  
A. Protecting Bridge, Tunnel or other Structures: NONE  
B. Other FED Locations: NONE
- FRA Excepted Track—** NONE
- Special Conditions—**  
**Handling 80 Feet or Longer Cars—**  
(See System Special Instructions, Item 3).
- Locations Not Shown as Stations—** NONE

WEST WARD I	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Kalispell Subdiv				Distance from Colum- bia Falls	T E A S T W A R D I
					BRANCH LINE					
					STATIONS					
					Trk	Rule 6		Oper		
		01593	388	1211.7	COLUMBIA FALLS		Y	0.0		
					5.4					
2,840	61605			1217.1	LASALLE			5.4		
					9.0					
		61617		1226.1	KALISPELL		Y	TWC	14.4	

BN Radio Channel No. 1 and No. 2 in service on this Subdivision. Train

#### 1. Maximum Speeds Permitted—

Freight

Columbia Falls and Kalispell	25 MPH
MP 1212.0 to MP 1213.1	10 MPH
MP 1224.6 to MP 1231.2	10 MPH
Kalispell, over Main Street Crossng	5 MPH
Lasalle siding	10 MPH

Item 1A, All Subdivisions, applies.

Trains handling cars weighing over 263,000 pounds are restricted over the following bridges:

Bridge 1224.1	10 MPH
Bridge 1224.4	10 MPH

#### 2. Bridge and Equipment Weight Restrictions

Cars heavier than 268,000 lbs, not permitted between Kalispell MP 1227.5 and MP 1231.2.

Six axle locomotives and derricks not permitted beyond MP 1212.8 and north leg of Wye Columbia Falls.

Kalispell—Trains and/or engines prohibited on bridge at Reichhold Spur.

#### 3. Type of Operations—

TWC— in effect on this subdivision.

MP 1211.7 to MP 1231.2 will be designated on Track Warrants as MP 211.7 to MP 231.2

**Maintenance of Way—** Rule 35 Recorded Train Location Line-up available on this subdivision.

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

**Rule 99—**When flagging is required, flagging distance is 1.0 mile.

**Columbia Falls—**Trains must not enter main track on Hi-Line Subdivision until permission is received from train dispatcher.

All trains must stop and flag truck route crossing at Columbia Falls on the Kalispell Subdivision. At night, a lighted fusee must be placed on both sides of the Crossing before crossing is occupied.

**Plum Creek Plywood Mill—** Spur track must not be used for switching. When switching is required, cars must be pulled from this track, switch lined back for wye and switching will be done at the south wye switch. When placing cars on this track air must be cut into cars and air brakes operating.

**Yard limits in effect between:**

Columbia Falls MP 1212.0 to MP 1212.8

#### 5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations:

#### 6. FRA Excepted Track— NONE

#### 7. Special Conditions—

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

#### 8. Locations Not Shown as Stations—

61610	Assoc Seed Growers	10.8 from Columbia Falls	6	East
61611	Mont Saw Service Co	11.1 from Columbia Falls	5	East
61612	C & C Plywood Corp	11.8 from Columbia Falls	27	Both
61613	Northwestern Lbr. Co	13.0 from Columbia Falls	47	East
61614	Carter Oil Co	13.1 from Columbia Falls	9	East
61619	Monarch Lbr. Co	19.6 from Columbia Falls	8	East
61622	Balls Crossing ... on spur	20.1 from Columbia Falls	11	East

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Big Sandy Subdiv				Distance from Pacific Jct.	EAST WARD
					BRANCH LINE					
					STATIONS					
					Trk	Rule 6	Oper			

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

#### 1. Maximum Speeds Permitted—

Freight

Pacific Jct. and Big Sandy	25 MPH
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Item 1A, All Subdivisions, applies.

#### 2. Bridge and Equipment Weight Restrictions—NONE.

#### 3. Type of Operations—

TWC— in effect on this subdivision.

**Maintenance of Way—** Rule 35 Recorded Train Location Line-up available on this subdivision.

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

**Rule 99—**When flagging is required, flagging distance is 1.0 mile.

**Test Mile Locations—**

Laredo— MP 5.1 to MP 6.1

#### 5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

#### 6. FRA Excepted Track— NONE

#### 7. Special Conditions—

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

#### 8. Locations Not Shown as Stations— NONE

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Eureka Subdiv BRANCH LINE STATIONS			Distance from Stryker	I E A S T W A R D
					Trk	Rule 6	Oper		
	4,946	01631		1248.5		STRYKER	JTY	0.0	
	2,667	61663	389	1260.6		11.5 FORTINE		11.5	
	3,370	61675		1273.0		11.7 EUREKA	Y	23.2	

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

1. Maximum Speeds Permitted— Freight

Stryker and Eureka	25 MPH
MP 1251.4 to MP 1251.6	10 MPH
MP 1256.1 to MP 1256.4	10 MPH
MP 1271 — end of track	10 MPH
Eureka, Gwynn Lumber Industry Track	5 MPH
All Sidings	10 MPH
Item 1A, All Subdivisions, applies.	

2. Bridge and Equipment Weight Restrictions—NONE.

3. Type of Operations—

TWC— in effect on this subdivision.

MP 1248.5 to MP 1273.0 will be designated on Track Warrants as  
MP 248.5 to MP 273.0.

**Maintenance of Way—** Rule 35 Recorded Train Location Line-up  
available on this subdivision.

4. General Code of Operating Rules Items—

**Rule 99—** When flagging is required, flagging distance is 1.0 mile

**Yard Limits in effect between:**

Stryker	MP 1248.5 to MP 1250.0
Eureka	MP 1270.0 to MP 1273.0

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track— NONE

7. Special Conditions—

**Eureka—** West switch on Gwynn Lumber Company track must be lined  
and locked for Gwynn Lumber Company industry track.

**Handling 80 Feet or Longer Cars—**

(See System Special Instructions, Item 3).

8. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
61669 Tobacco	5.2 west of Fortine	60	Both

# MINOT DIVISION

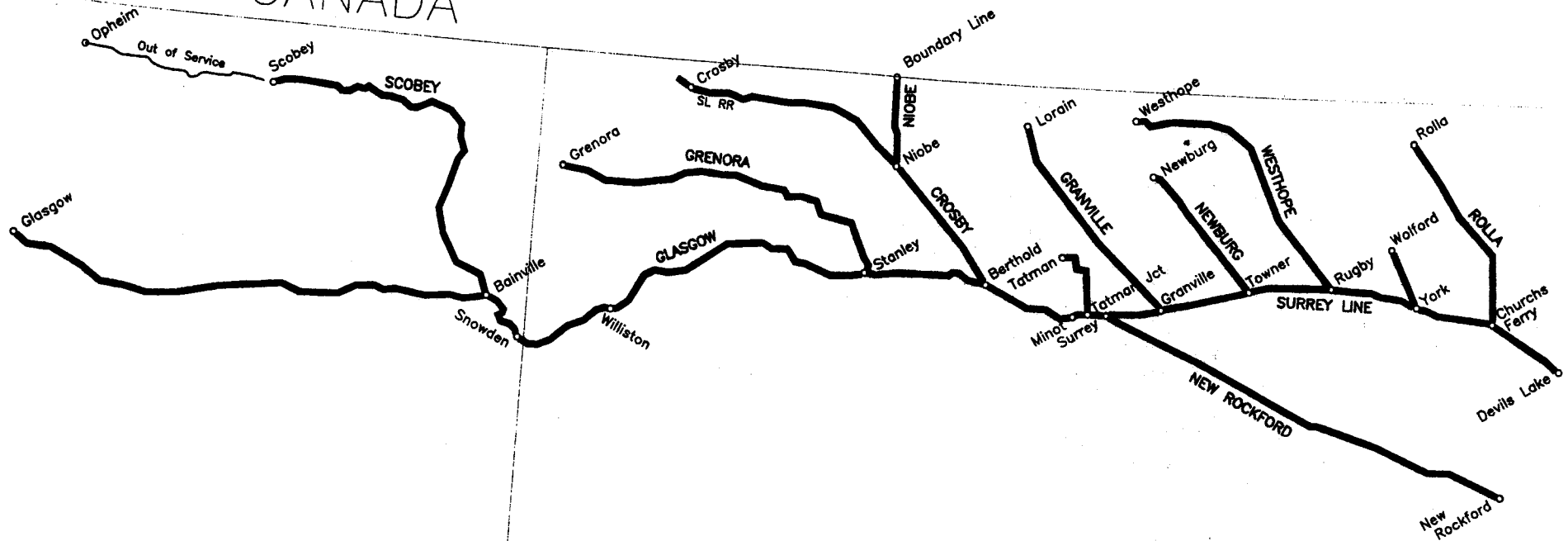
J.L. HILL, SUPERINTENDENT , Minot 857-6623

G. SERNA	.....	Trainmaster	.....	857-6615	.....	Minot
S.W. PFEIFFER	.....	Trainmaster	.....	552-3373	.....	Glasgow
M.E. BLACK	.....	Trainmaster	.....	857-6660	.....	Gavin Yard





CANADA



MINOT  
DIVISION

MT ND  
SD

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Surrey Subdiv MAIN LINE STATIONS			Distance from Devils Lake	T E A S T W A R D
					Trk	Rule 6	Oper		
		05383		85.3	DEVILS LAKE BJTX			0.0	
	6,511	05402		104.2	CHURCHES FERRY JT			18.9	
	8,214	05414		115.7	LEEDS			30.4	
	4,540	05420		121.9	YORK JT			36.6	
		05426		127.8	KNOX		TWC	42.5	
		05432	33	133.4	PLEASANT LAKE		ABS	48.1	
	6,286	05441		142.4	RUGBY JT			57.1	
	3,586	05446		147.6	TUNBRIDGE			62.3	
	8,882	05460		161.3	TOWNER JT			76.0	
	3,574	05481		182.0	GRANVILLE JT			95.7	
	3,621	05487		188.9	NORWICH			102.6	
		05495		196.3	SURREY JX	CTC		110.0	

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

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

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

1. Maximum Speeds Permitted-	Passenger	Freight
Devils Lake to Surrey	79 MPH.	50 MPH.
MP 76.0 to MP 84.4	70 MPH.	
MP 84.4 to MP 85.8	30 MPH.	30 MPH.
MP 85.8 to MP 87.2	60 MPH.	40 MPH.
MP 105.2 to MP 105.5	70 MPH.	
MP 114.0 to MP 147.0	50 MPH.	40 MPH.
MP 147.0 to MP 163.4	60 MPH.	40 MPH.
MP 163.4 to MP 167.0	50 MPH.	40 MPH.
MP 167.0 to MP 196.0	60 MPH.	40 MPH.
All sidings		10 MPH.
Surrey through No. 20 turnouts	35 MPH.	35 MPH.
Freight trains over 100 tons/OB		40 MPH.
Head end speed restrictions for westbound freight trains as follows:	Up to 100 tons/OB	Over 100 tons/OB
Signal 88.5 between Devils Lake and Penn	45 MPH.	35 MPH.

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

Item 1A, All Subdivisions, applies.

## 2. Bridge and Equipment Weight Restrictions-

Item 5d not permitted - York to Wolford.

Six axle locomotives not permitted on the following tracks:

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

**York**-Six axle locomotives not permitted on wye track.

## 3. Type of Operation-

**TWC Instructions**-Track Warrant Control in effect on this Subdivision.

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

**Rule 93 Yard limits**- in effect:

MP 88.5 to MP 84.3

## 4. General Code of Operating Rules Items-

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

**Rule 105 Applies**- Track between York and Wolford is industrial track. Maximum speed 25 MPH.

## 5. Trackside Failed Equipment Detectors (FED)-

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

MP 92.5

## 6. FRA Excepted Track- NONE

## 7. Special Conditions-

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

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

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

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

## Automatic Interlockings not Indicated at Station-

Soo Line Crossing ..... 4.7 miles west of Devils Lake

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

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

**Train Location Lineups**- Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

## 8. Locations not Shown as Stations-

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

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	New Rockford Subdiv MAIN LINE STATIONS			Distance from New Rockford	EAST WARD
					Trk	Rule 6	Oper		
	11,516	00808		124.3	NEW ROCKFORD	JT		0.0	
	8,552	00820		136.8	12.5 BREMEN			12.5	
	9,078	00833		149.5	12.7 HEIMDAL			25.2	
	8,994	00845	34	161.7	12.4 SELZ			37.6	
	9,526	00861		177.0	15.3 AYLMER			52.9	
	9,388	00870		186.8	9.8 GUTHRIE		CTC	62.7	
	9,168	00883		199.6	12.8 KARLSRUHE			75.5	
	9,782	00896		211.9	12.3 SIMCOE			87.8	
		05495		226.0	14.1 SURREY	J		101.9	
		00911		197.9	2.3 GAVIN YARD	BJKT		104.2	
		00913	33	199.7	1.8 J D SWITCH	X(2)		106.0	
				203.2	3.5				
		00917		0.0	2MT MINOT	KX		109.5	

BN Radio Channel No. 2 In service on this Subdivision.

Train Dispatcher Call-In: New Rockford-20, Selz-17, Alymer-26, Simcoe-15, Gavin-07,

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

1. Maximum Speeds Permitted-	Passenger	Freight
Head end restriction MP 124.0 to MP 124.7		50 MPH.
Surrey through turnouts	35 MPH.	35 MPH.
Between Surrey and J. D. Switch		
MP 225.5 to MP 199.7	60 MPH.	50 MPH.
Between J. D. Switch and Minot		
MP 199.7 to MP 200.9 on Main 2	60 MPH.	50 MPH.
Between J. D. Switch and Minot		
MP 200.9 to MP 202.2 on Main 2	60 MPH.	35 MPH.
Between J. D. Switch and Minot		
MP 203.2 on Main 2	35 MPH.	35 MPH.
Between west crossover J. D. Switch and Minot on Main 1		
MP 199.4 to MP 1.2		35 MPH.
Eastward Freight Main between west switch Diesel Service and west crossover J. D. Switch		25 MPH.
Head end speed restrictions for westbound freight trains as follows:	Up to 100 tons/OB	Over 100 tons/OB
Signal 2485.5 on main track No. 2		
Minot		30 MPH.
Trains or engines leaving siding on clear signal and through turnouts at following locations:		
New Rockford	siding 35 MPH.	35 MPH.
Bremen	siding 35 MPH.	35 MPH.
Heimdal	siding 35 MPH.	35 MPH.
Selz	siding 35 MPH.	35 MPH.
Alymer	siding 35 MPH.	35 MPH.
Guthrie	siding 25 MPH.	25 MPH.
Karlsruhe	siding 35 MPH.	35 MPH.
Simcoe	siding 35 MPH.	35 MPH.
J. D. Switch	west crossovers through turnout 35 MPH.	35 MPH.

## 2. Bridge and Equipment Weight Restriction-

Item 5d not permitted between: Tatman Jct. and Tatman, and Hannaford and Dazey.

Six axle locomotives not permitted on the following tracks:

New Rockford - Oil Spur, between Hannaford and Dazey, and between Tatman Jct and Tatman.  
East end of south siding switch leading to RRVW, must be lined and locked for the RRVW.

## 3. Type of Operation-TWC Instructions-

Dillworth-Westward trains destined Minot Division, New Rockford Subdivision, and Grenora Subdivision will obtain track warrant and secure track bulletin(s).

Eastward trains destined New Rockford and Surrey Subdivision will copy track warrant and secure track bulletin(s).

Minot- All westward trains will obtain Minot Division and Montana Division track warrants and track bulletins, if any, at Minot Crew Office.

Exception: If Montana Division track warrants and track bulletins are not received, a crew member will notify the Minot Division Dispatcher and be governed by his instructions.

Rule 93 Yard limits- in effect: NONE

## 4. General Code of Operating Rules Items-

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

## Rule 105-

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

Rule 350(B)- Following switches not equipped with electric locks:

## 5. Trackside Failed Equipment Detectors (FED)-

A. Protecting bridges, tunnels or other structures:

MP 202.0 for Westward movement over bridge 206.2

MP 209.2 for Eastward movement over bridge 206.2

Between New Rockford and Surrey

MP 142.4

MP 168.7

MP 202.0

MP 209.2

## 6. FRA Excepted Track-NONE

## 7. Special Conditions-

Minot- Westward trains at Simcoe will call Gavin Yardmaster for instructions.

Trains departing from downtown Minot will call Gavin Yardmaster with their arrival and departure time.

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

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

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

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

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

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

## 8. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
00827 Hamberg	6.1 west of Bremen	36	Both
00839 Wellsburg	6.1 west of Heimdal	46	East
58515 Tatman	15.8 west of J D Switch	182	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Glasgow Subdiv		Distance from Minot
				Trk	Oper	
				<b>MAIN LINE STATIONS</b>		
				Rule 6		
				Oper		
	00917		0.0	2MT	MINOT KX	0.0
			0.5		SOO TOWER IJX(2)	0.5
			4.7		W L SWITCH	4.7
			5.9		GASSMAN SWITCH	5.4
	00930		13.9	2MT	DES LACS	13.9
9,880	00939		22.7		BERTHOLD J	22.7
9,090	00956		39.4		BLAISDELL	39.2
N12,662						
9,863	00970		54.3		STANLEY JT	54.0
8,264	00978		61.5		ROSS	61.3
6,708	00990		73.5		WHITE EARTH	73.3
	00998	35	81.8		TIOGA	81.2
12,448	01003		87.4		TEMPLE	86.7
8,665	01015		99.0		WHEELOCK	98.3
	01020		104.5	DT	EPPING	103.3
	01036		121.1		WILLISTON BKT(2)	120.4
15,021	01049		133.2		TRENTON	132.4
12,267	01063		147.2		SNOWDEN JT	146.3
8,552	01075		159.2		BAINVILLE J	158.3
8,437	01089		173.5		CULBERTSON	172.6
8,430	01095		179.1		BLAIR	178.1
12,990	01108		192.8		BROCKTON	191.8
8,422	01122		206.8		POPLAR	205.8
8,424	01138		222.1		MACON	221.2
14,025	01144		227.3		WOLF POINT	227.0
8,422	01155		239.2		OSWEGO	238.3
8,495	01167		251.8		KINTYRE	250.7
8,431	01179		263.2		NASHUA	262.1
11,700	01192		277.5		GLASGOW BK	276.6

See back page for AMTRAK schedule

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

Train Dispatcher calls: Berthold-01, Stanley-12, White Earth-02, Tioga-03, Epping-04, Williston-06, Culbertson-14, Poplar-15, Wolfpoint-16, Fraser-17, Glasgow-18.

1. Maximum Speed Permitted -	Passenger	Freight
<b>Minot and Glasgow</b> .....	<b>79 MPH.</b>	<b>60 MPH.</b>
Against the current of traffic		
on double track .....	59 MPH.	49 MPH.
MP 0.0 to MP 1.2 .....	35 MPH.	35 MPH.
MP 1.2 to MP 4.7 .....	60 MPH.	55 MPH.
MP 4.7 to MP 5.2, Gassman Bridge .....	40 MPH.	40 MPH.
MP 5.2 to MP 11.2 .....	60 MPH.	55 MPH.
MP 69.3 to MP 72.4 .....	70 MPH.	
MP 72.4 to MP 81.8 .....	65 MPH.	
MP 81.8 to MP 81.9 .....	50 MPH.	50 MPH.
MP 81.9 to MP 90.1 .....	70 MPH.	

Epping-Through equilateral turnout at end of double track to MP 104.0 .....	50 MPH.	50 MPH.
MP 111.3 to MP 118.3 .....	60 MPH.	
MP 118.3 to MP 119.3 .....	60 MPH.	
MP 119.3 to MP 121.1 .....	55 MPH.	50 MPH.
MP 121.1 to MP 128.7 .....	60 MPH.	55 MPH.
MP 133.3 to MP 133.7 .....	70 MPH.	
MP 176.1 to MP 178.8 .....	70 MPH.	
MP 184.5 to MP 187.4 .....	70 MPH.	
MP 213.1 to MP 213.5 .....	65 MPH.	
MP 272.9 to MP 276.8 .....	65 MPH.	
MP 276.8 to MP 277.3 .....	55 MPH.	50 MPH.
MP 277.3 to MP 279.6 .....	65 MPH.	

Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal including end of two main track Des Lacs ..... 35 MPH. 35 MPH.  
End of Two Main track Gassman Bridge ..... 35 MPH. 35 MPH.  
Stanley South siding ..... 10 MPH. 10 MPH.  
Tioga-Locomotives and cars on north L.P.G. track ..... 5 MPH.

## 2. Bridge and Equipment Weight Restrictions-

### Williston

-Through trains over 100 tons per operative brake not permitted on yard tracks.  
-Six axle locomotives not permitted on Rip track, first track west of depot.

## 3. Type of Operations-

### TWC-In Effect Between:

MP 104.5, Epping to MP 121.1, 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 Williston. Mountain Standard Time applies between Williston and Havre.

**Two main tracks-** between MP 5.2 and MP 14

**Double track-** between MP 104.5 and MP 125

## 4. General Code of Rules Items-

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

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

**Rule 99-**When flagging is required, flagging distance is 2.0 miles.

**Test Mile Locations--**

Lonetree-- MP 18.0 to MP 19.0  
 Ray-- MP 91.5 to MP 92.5  
 Trenton-- MP 139.4 to MP 140.4  
 Nashua-- MP 268.5 to MP 269.5  
 Glasgow-- 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.

Freight trains departing from downtown Minot will call Gavin Yardmaster with their departing time.

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

MP 2.0, Main 1 and Main 2 for Westward movement over Gassman bridge

MP 8.0, Main 1 and Main 2 Eastward movement over Gassman bridge

Culbertson-- MP 175.5  
 Blair-- MP 182.1  
 Sprole-- MP 202.5  
 Poplar-- MP 209.3  
 Glasgow-- MP 282.2

**B. Other FED Locations:**

MP 2.0, Main 1 and Main 2 Eastward trains

MP 8.0, Main 1 and Main 2 Westward trains

Bethold-- MP 20.1  
 Stanley-- MP 46.5  
 White Earth-- MP 67.5  
 Temple-- MP 92.1  
 Trenton-- MP 142.8  
 Culbertson-- MP 167.1  
 Wolf Point-- MP 234.2  
 Frazer-- MP 248.0  
 Nashua-- MP 269.0

**6. FRA Excepted Track-- NONE****7. Special Conditions--****Rule 350(B)--**

Following switches are not equipped with electric locks:

Culbertson -- Safflower Spur  
 Frazer

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

**8. Locations Not Shown as Stations--**

Name	Miles--Location	Capacity Cars	Switch Opens
00934 Lonetree	4.1 west of Des Lacs	36	East
00963 Palermo	7.0 west of Blaisdell	28	Both
01009 Ray	6.8 west of Temple	66	Both
01047 Koch	2.5 east of Trenton	Yard	East
01116 Sprole	6.6 east of Poplar	10	West
01162 Frazer	5.1 east of Kintyre	40	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Rolla Subdiv BRANCH LINE			Distance from Churchs Ferry
				Trk	Rule 6	Oper	
	05402		0.0	CHURCHS FERRY	JTY		0.0
2,592	58015		15.3	CANDO			15.4
	58028	267	28.0	BISBEE	U	TWC	27.9
	58035		35.0	PERTH			35.2
	58047		47.3	ROLLA			47.4

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

Train Dispatcher Calls—Churchs Ferry—10

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Westhope Subdiv BRANCH LINE			Distance from Rugby
				Trk	Rule 6	Oper	
	05441		0.0	RUGBY	JT		0.0
	58213		12.5	BARTON			12.8
	58221	269	21.0	WILLOW CITY		TWC	21.2
	58238		37.9	BOTTINEAU			38.1
	58262		61.5	LANDA			61.7
	58267		67.0	WESTHOPE			67.2

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

Train Dispatcher Calls—Rugby—09, Bottineau—13

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Newburg Subdiv BRANCH LINE			Distance from Towner
				Trk	Rule 6	Oper	
	05460		0.0	TOWNER	JT		0.0
	58322	270	22.0	UPHAM		TWC	22.1
	58335		34.8	NEWBURG			34.8

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

Train Dispatcher Calls—Towner—09

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Granville Subdiv BRANCH LINE			Distance from Granville
				Trk	Rule 6	Oper	
	05481		0.0	GRANVILLE	JT		0.0
	58413		12.9	DEERING			13.0
	58424	271	24.3	GLENBURN		TWC	24.5
	58435		35.1	LANSFORD	U		35.3
	58446		46.2	MOHALL			46.4
	58454		54.1	LORAIN			54.2

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

Train Dispatcher Calls—Granville—07

### 1. Maximum Speeds Permitted—

	Freight
Churchs Ferry to Perth	25 MPH.
Perth to Rolla	10 MPH.
Rugby to Bottineau	30 MPH.
Bottineau to MP 37.7 and	
MP 39.0	10 MPH.
MP 39.0 to Westhope	25 MPH.
Towner to Newburg	10 MPH.
Granville to Lorain	10 MPH.
Item 1A, All Subdivisions, applies on these subdivisions.	

### 2. Bridge and Equipment Weight Restrictions—

On Rolla Subdivision—Item 5d not permitted between Perth and Rolla.  
 Perth to Rolla—Maximum gross weight of car permitted 263,000 lbs.  
 Six axle locomotives not permitted  
 On Westhope Subdivision—Item 5d not permitted.  
 MP 63.0 to Westhope—Maximum gross weight of car permitted 263,000 lbs.  
 Six axle locomotives not permitted.  
 On Newburg Subdivision—Item 5c and Item 5d not permitted.  
 Only one four axle locomotive less than 265,000 pounds permitted.  
 On Granville Subdivision—Item 5d not permitted.  
 Granville to MP 47.5—Maximum gross weight of car permitted 263,000 lbs.  
 Item 5c not permitted between MP 47.5 and Lorain.  
 Six axle locomotives not permitted.

### 3. Type of Operation—

TWC Instructions—Track Warrant Control in effect.

Rule 93 Yard Limits—in effect:

MP 0.0 to MP 1.0 between Churchs Ferry and Cando.

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

Rule 99—When required to flag, distance will be 1.0 mile.

Rule 105 Applies—

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

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

Track between MP 53.4 to MP 54.0 on Granville Subdivision is industrial track. Derail placed on main track at MP 45.4.

### 5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

### 6. FRA Excepted Track—

Between Towner and Newburg (MP 0.0 to MP 34.8) and between Granville and Lorain—FRA excepted track—See System Special Instructions Item 6.

### 7. Special Conditions—

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

Railroad Crossings not Indicated at Station—

Soo Line Crossing Bisbee (Rolla Subdiv.)  
 Soo Line Crossing 7.4 miles west of Willow City (Westhope Subdiv.)  
 Soo Line Crossing 4.0 miles east of Newburg (Newburg Subdiv.)

Train Location Lineups—Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

### 8. Locations not Shown as Stations—

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

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Crosby Subdiv BRANCH LINE		Distance from Berthold
				STATIONS	Trk	
					Rule 6 Oper	
1,913	00939		0.0	BERTHOLD	JY	0.0
	58620		20.4	COULEE		20.5
	58627		27.2	KENASTON		27.5
1,703	58634		33.9	NIOBE	JY	34.2
	58641		40.6	COTEAU		40.9
	58655	263	54.8	LIGNITE		55.1
	58657		57.0	LIGNITE JCT	J	57.2
	58665		64.5	KINCAID		65.2
	58675		75.3	NOONAN		75.5
	58688		89.5	CROSBY	TY	88.7

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

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

- Maximum Speeds Permitted—**

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

Item 1A, All subdivisions, applies.
- Bridge and Equipment Weight Restrictions—**

Cars heavier than 263,000 lbs. not permitted between Niobe and Crosby  
Six axle locomotives not permitted between Niobe and Crosby
- Type of Operations—**

TWC— in effect on this subdivision.

**Maintenance of Way—** Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or does not permit movement.  
Maintenance of Way Rule 35, Recorded Train Location Line-up available on this subdivision.
- General Code of Rules Items—**

**Rule 99—**When flagging is required, flagging distance is 1.0 mile.

**Rule 93—**Yard limits in effect between:

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

A. Protecting Bridge, Tunnel or other Structures: NONE  
B. Other FED Locations: NONE
- FRA Excepted Track—**

From Lignite Jct MP 57.0 to Crosby MP 89.5. (See System Special Instructions Item 6.)
- Special Conditions—**

**Niobe—**Normal position of the junction switch is lined for the Crosby Subdivision. Maximum speed permitted 10 MPH.

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

#### 8. 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

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Niobe Subdiv BRANCH LINE		Distance from Niobe
				STATIONS	Trk	
					Rule 6 Oper	
	58634		0.0	NIOBE	J	0.0
	58708	264	8.0	BOWBELLS	A	8.3
	58721		20.8	NORTHGATE		21.1
	58723		21.5	BOUNDARY LINE	J	21.7

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

Train Dispatcher Calls—Niobe—02.

- Maximum Speeds Permitted**

Niobe to Boundry Line .....	<b>Freight</b> 25 MPH.
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- Bridge and Equipment Weight Restrictions—** NONE
- Type of Operations—**

TWC— in effect on this subdivision.

**Maintenance of Way—** Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or does not permit movement.  
Maintenance of Way Rule 35, Recorded Train Location Line-up available on this subdivision.
- General Code of Rules Items—**

**Rule 99—**When flagging is required flagging distance is 1.0 mile.

**Automatic Interlockings not indicated at Station**  
Soo Line crossing 1.5 miles east of Bowbells.

**Northgate—**When using Canadian National tracks, Canadian National Railway timetable and rules govern.
- Trackside Failed Equipment Detectors (FED)—**

A. Protecting Bridge, Tunnel or other Structures: NONE  
B. Other FED Locations: NONE
- FRA Excepted Track—** NONE
- Special Conditions—**

**Boundary Line—**Six axle locomotives should not be turned on wye
- Locations Not Shown as Stations—** NONE

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Grenora Subdiv BRANCH LINE			Distance from Stanley	T	EAST WARD ↑
					STATIONS	Rule 6	Oper			
		00970		0.0	STANLEY		JT	0.0		
		58812		11.7	LOSTWOOD			13.2		
		58825		24.6	POWERS LAKE			26.0		
		58838		38.0	McGREGOR			39.5		
		58850		50.4	WILDROSE			51.8		
		58846	265	64.3	ALAMO		TWC	65.7		
		58870		69.8	APPAM			71.2		
		58875		74.6	ZAHL			76.0		
		58887		87.1	GRENORA		T	88.0		

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

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

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

1. **Bridge and Equipment Weight Restrictions—**

Cars heavier than 263,000 lbs. not permitted between Zahl and Grenora.

Six axle locomotives in excess of 350,000 pounds not permitted.

3. **Type of Operations—**

TWC— in effect on this subdivision.

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

Maintenance of Way Rule 35, Recorded Train Location Line-up available on this subdivision.

4. **General Code of Rules Items—**

Rule 99— When required to flag, distance will be 1.0 mile.

5. **Trackside Failed Equipment Detectors (FED)—**

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. **FRA Excepted Track—**

Zahl MP 74.6 to Grenora MP 87.1 . (See System Special Instructions item 6.)

7. **Special Conditions—** NONE

8. **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.	Line Segment	Mile Post Location	Scobey Subdiv BRANCH LINE			Distance from Bainville	T	EAST WARD ↑
					STATIONS	Rule 6	Oper			
		01075		0.7	BAINVILLE		JK	0.0		
		59018		19.1	FROID			19.3		
		59024		25.9	HOMESTEAD			25.6		
		59030		32.0	MEDICINE LAKE			31.6		
		59038		39.7	RESERVE			39.1		
		59044	355	46.2	ANTELOPE		TWC	45.4		
2,097		59052		54.4	PLENTYWOOD		K	53.4		
		59072		74.5	REDSTONE			73.4		
		59084		66.4	FLAXVILLE			85.4		
1,947		59097		99.0	SCOBAY		K	98.0		

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

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

1. **Bridge, and Equipment Weight Restrictions**

Item 5d not permitted.

Six axle derricks not permitted.

Six axle locomotives and four axle locomotives exceeding 280,000 pounds not permitted.

3. **Type of Operations—**

TWC— in effect on this subdivision.

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

4. **General Code of Rules Items—**

Rule 99— When flagging is required, flagging distance is 1.0 mile.

5. **Trackside Failed Equipment Detectors (FED)—**

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

7. **Special Conditions—**

Only 26 loads may be handled between Scobey MP 100 and Plentywood MP 54.8 using no dynamic braking or independent brakes down decending grade between Flaxville MP 86.5 and Redstone MP 74.5.

Between May 1 and September 30, loaded unit grain trains will be operated only between the hours of 1900 and 0700 on this subdivision between Scobey MP 100 and Plentywood MP 54.8.

**Handling 80 Feet or Longer Cars—**

(See System Special Instructions, Item 3)

Crews on all eastward trains handling 10 or more loads will set full retainers on the rear 30 percent of their cars at Flaxville and release them at Redstone.

8. **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



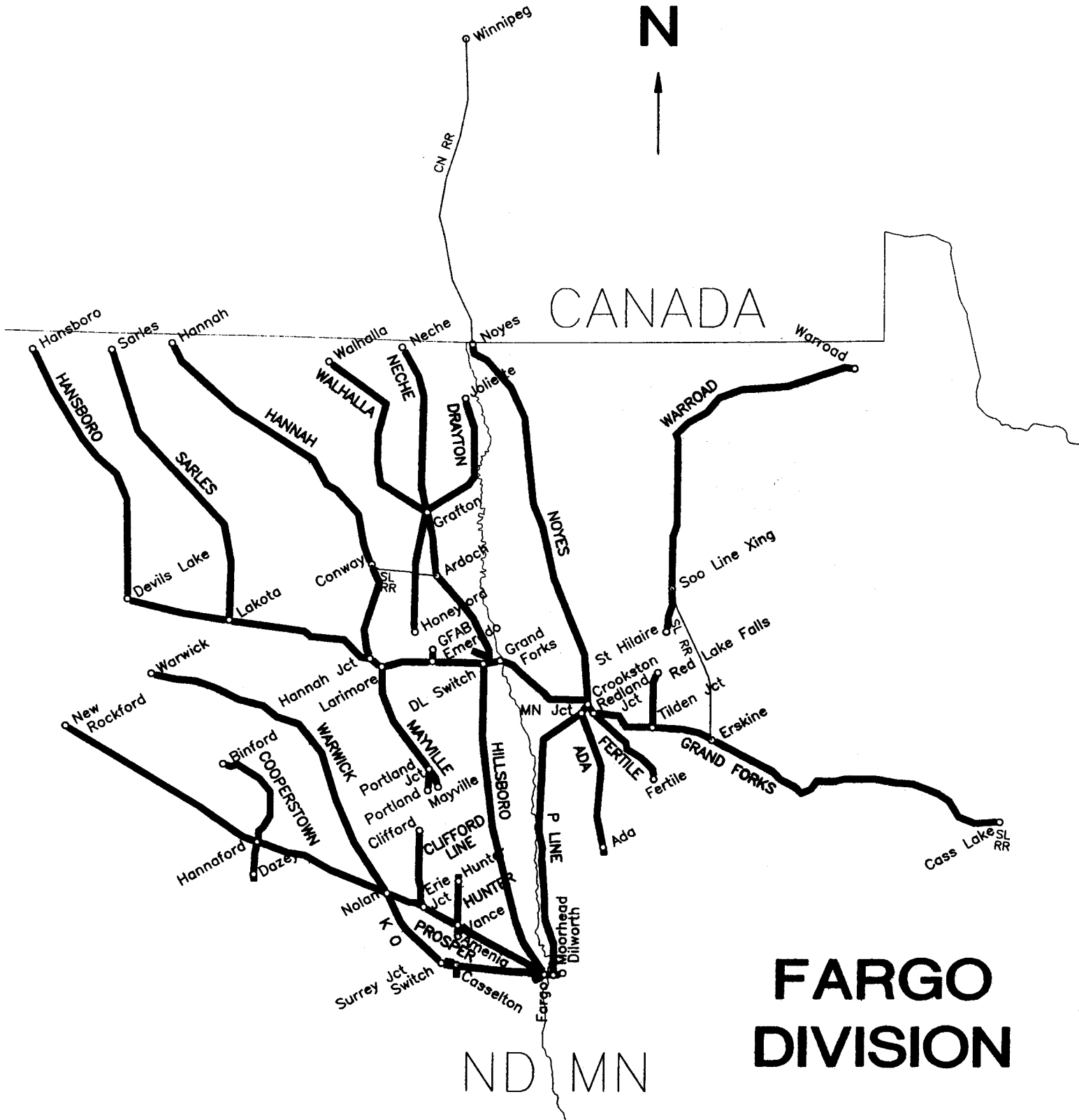
**NOTES**

# FARGO DIVISION

## R.E. MACKENROTH-SUPERINTENDENT OPERATIONS, FARGO

G.A. WARNING .....	Terminal Manager .....	Grand Forks
M.J. HIPPI .....	Trainmaster .....	Grand Forks
E. J. SADLOWSKY .....	Trainmaster .....	Grand Forks

E.R. TORRENCE .....	Terminal Manager .....	Dilworth
E.J. BEIL .....	Trainmaster .....	Dilworth
D.L. KAYSER .....	Trainmaster .....	Dilworth
L.J. WOLF .....	Asst. Trainmaster .....	Dilworth



WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	K O Subdiv MAIN LINE STATIONS			Distance from East Dil- worth	EAST WARD
					Trk	Rule 6	Oper		
			25	250.2	EAST DILWORTH	IXY		0.0	
		00673		0.0	DILWORTH	BKT		4.1	
				3.2		X(2)Y	TWC		
		00675		5.8	MOORHEAD JCT IJX(2)Y		ABS	6.7	
		00679		8.6	FARGO	JX(2)Y		9.5	
		00683	26	12.9	WEST FARGO	IJX(2)Y		13.8	
		00690		20.2	MAPLETON			21.1	
		00698		28.4	CASSELTON	JX		28.7	
				31.3	SURREY JCT SWITCH	JX		31.9	
				3.3					
9,371	00709		24	10.5	ABSARAKA			39.5	
				24.3					
9,490	00724			40.9	NOLAN	J	CTC	53.0	
7,733	00736			52.8	PILLSBURY			65.1	
9,145	00744			60.2	LUVERNE			72.5	
9,613	00757		34	73.0	HANNAFORD	J		85.2	
9,686	00770			86.4	SUTTON			98.6	
9,630	00784			99.9	JUANITA			112.2	
8,797	00796			112.7	BRANTFORD			125.0	
11,516	00808			124.3	NEW ROCKFORD	JT		136.6	

BN Radio Channel No. 2 in service on this Subdivision.

BN Radio Channel No. 2 in service between MP 0.0 to MP 16.4,  
Dilworth and Mapleton.

Train Dispatcher Call-in: Surrey Jct. Switch-53, Nolan-23,  
Hannaford-06, Juanita-16, New Rockford-20

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

1. Maximum Speeds Permitted-	Passenger	Freight
MP 250.2 to MP 3.1	75 MPH.	
MP 250.2 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 Headend speed restriction for westward trains.		
MP 5.7 turnout to Prosper Subdivision, Moorhead Jct	10 MPH.	10 MPH.
MP 6.1 turnout to Prosper Subdivision, Moorhead Jct		10 MPH.
MP 27.0 to MP 28.0 - head end restriction		40 MPH.
Through turnouts at:		
MP 250.2 crossover		35 MPH.
MP 6.2 crossover		35 MPH.
MP 12.8 turnout to Prosper Subdivision, West Fargo to JY Jct		25 MPH.
MP 12.9 crossover		35 MPH.
MP 28.3 crossover		35 MPH.
MP 28.4 turnout to RRVW		30 MPH.
MP 31 crossover	35 MPH.	35 MPH.
MP 31.3 turnout at Surrey Jct Switch		35 MPH.
Between Surrey Jct Switch and New Rockford:		
Between Absaraka and Pillsbury		
MP 23.8 to MP 41.2		55 MPH.

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

Nolan	siding 35 MPH.	35 MPH.
Absaraka	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.

## 2. Bridge and Equipment Weight Restriction-

Item 5d not permitted between: Hannaford and Dazey.

Six axle locomotives not permitted on the following tracks:

Between Hannaford and Dazey.

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

Only one locomotive unit permitted between Hannaford and Dazey.

## 3. Type of Operation-

TWC -in effect between:

MP 250.2 and MP 12.7

CTC-in effect between:

MP 12.7 and MP 124.3

## 4. General Code of Operating Rules Items-

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

Rule 93 Yard limits- in effect:

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

MP 250.2, East Dilworth to MP 12.7 on the westward track to MP 12.9 on the eastward track of West Fargo

Rule 105-

Between West Fargo and JY Jct., Prosper Subdivision, connecting track is industrial track. Maximum speed 25 MPH.

Between MP 2.0, Prosper Subdivision, and Dakota Jct, Hillsboro Subdivision, coal connecting track is industrial track.

Between MP 17.8, Dazey to MP 26.4, Hannaford all tracks are industrial tracks.

Rule 350(B)- 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:

MP 55.9 for Westward movement over bridge 63.9

MP 68.6 for Eastward movement over bridge 63.9

MP 202.0 for Westward movement over bridge 206.2

MP 2.0, Main 1 and Main 2 for westward movement over bridge 4.8

MP 8.0, Main 1 and Main 2 for eastward movement over bridge 4.8

B. Other FED locations:

Between Dilworth and Surrey Jct Switch

MP 25.3, both tracks

Between Surrey Jct Switch and New Rockford

MP 20.1

MP 55.9

MP 83.7

MP 110.5

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

**East Dilworth, Dilworth, Moorhead, Fargo, West Fargo—** Between MP 250.2, East Dilworth to MP 12.9, West Fargo, all train, engine and work equipment movements on main track(s) will be authorized by Dilworth Yardmaster.

Eastward trains and engines held between MP 7.7, 8th Street and West Fargo must not pass 8th Street Fargo until verbal permission is received from Dilworth Control Operator.

Manual interlocking MP 1.0 between East Dilworth and Dilworth under direction of Dilworth control operator.

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

Yard Channel . . . . . 36  
Road #1 Channel . . . 66  
Road #2 Channel . . . 70

All switch engines and MOW movements within Dilworth terminal are under direction of the Dilworth Yardmaster will be made on the Yard Channel.

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

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

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

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

Locomotive cooling water available at New Rockford

**East Dilworth, Dilworth, Moorhead, Fargo, West Fargo—**

When necessary to occupy or foul main track(s) crew member of trains and engines, yard pilots for work equipment, and employees in charge of maintenance, communications and signal employees and work equipment must obtain authorization and route from the Yardmaster. Dilworth Control Operator must be advised of the authorization and route.

When requesting main track authorization, give your name, location, engine number, type of work equipment and specify track or tracks to be used. When authorization is issued to employee in charge, the instructions must be repeated to the yardmaster who will make record in log book. When work is completed and men and equipment clear the main track or tracks, employee in charge must report clear to yardmaster. When authorization has been issued to employee in charge of maintenance employees and/or work equipment, the yardmaster must not authorize a train or engine into the same territory unless permission is granted by the employee in charge.

Yardmaster authorization does not dispense with the use of track flags as required by Rules 10 and 10(A), of the rules of the Maintenance of Way, for impassable track or to provide protection for on-track and/or off-track equipment fouling main track(s).

**Casselton—**BN trains setting out or picking up cars at Casselton must obtain permission from the RRVW dispatcher at Breckinridge before entering the RRVW 2nd or 5th Subdivision main track at Casselton.

**8. 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

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Hillsboro Subdiv MAIN LINE STATIONS			Distance from Fargo Yard Office	T EASTWARD
					Trk	Rule 6	Oper		
		00679		0.0					
				24.2	FARGO YARD OFFICE JTY		ABS	0.0	
				25.9	1.7 DAKOTA JCT JY			1.7	
	6,455	10053		31.9	6.0 HARWOOD			7.7	
	3,500	10066		44.4	12.4 GARDNER			20.1	
	6,462	10072		50.6	6.3 GRANDIN			26.4	
	7,367	10084		62.3	11.9 HILLSBORO			38.3	
		10088	220	65.9	3.6 TAFT		TWC	41.9	
		10092		70.1	4.2 CUMMINGS		ABS	46.1	
	6,460	10098		76.1	6.0 BUYTON			52.1	
	3,971	10103		81.1	4.9 REYNOLDS			57.0	
	5,618	10110		88.2	7.2 THOMPSON			64.2	
				97.7	10.6 FO SWITCH IJTY			74.8	
				98.0	0.3 WEST GRAND FORKS Y			75.1	
				98.2	0.2 DL SWITCH IJTY		ABS	75.3	

BN Radio Channel No. 1 in service on this Subdivision. Train Dispatcher Calls: Harwood-05, Hillsboro-46, Grand Forks-96. See inside of back cover for routes, times and station stops for NRPC trains.

1. Maximum Speeds Permitted-	Passenger	Freight
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.
Dakota Jct. and F.O. Switch	79 MPH.	50 MPH.
F.O. Switch and D.L. Switch	10 MPH.	10 MPH.
All trains over 100 tons/OB		45 MPH.
Sidings except Hillsboro, Thompson, Grandin and Buxton		5 MPH.
Hillsboro-On old Beet track		5 MPH.
Thompson-Elevator track over scale		5 MPH.

## 2. Bridge and Equipment Weight Restrictions

Six axle locomotives not permitted on following tracks:  
Hillsboro- Beet Track, Taft- Elevator track.

## 3. Type of Operation-

**TWC Instructions**-Track Warrant Control in effect between:  
MP 27.9, Dakota Jct. to MP 97.5, F.O. Switch.

**Rule 93 Yard limits**- in effect:

MP 97.5 to MP 98.2 Thompson and West Grand Forks.  
MP 27.9 to MP 24.2 Harwood and Fargo Yard Office.

## 4. General Code of Operating Rules Items-

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

**Rule 105 applies** - between Dakota Jct. to MP 2.0, Prosper Subdivision. Coal Connecting track is industrial track.

**Fargo Yard Office, Dakota Jct.**-Between MP 24.2, Fargo Yard Office to MP 27.9, west of Dakota Jct., all train, engine and work equipment movements on main track will be authorized by the Dilworth Yardmaster.

When requesting main track authorization, give your name, location, engine number, type of work equipment and specify track or tracks to be used. When authorization is issued to employee in charge, the instructions must be repeated to the yardmaster who will make record in log book. When work is completed and men and equipment clear the main track or tracks, employee in charge must report clear to yardmaster. When authorization has been issued to employee in charge of maintenance employees and/or work equipment, the yardmaster must not authorize a train or engine into the same territory unless permission is granted by the employee in charge.

Yardmaster authorization does not dispense with the use of track flags as required by Rules 10 and 10(A), of the rules of the Maintenance of Way, for impassable track or to provide protection for on-track and/or off-track equipment fouling main track.

## 5. Trackside Failed Equipment Detectors (FED)-

A. Protecting bridges, tunnels or other structures:

MP 34.0 Between Harwood and Gardner

B. Other FED locations:

MP 52.7 Between Grandin and Hillsboro

MP 79.0 Between Buxton and Reynolds

MP 92.5 Between Thompson and F.O. Switch

## 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.

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

Yard Channel ..... 36

Road #1 Channel ... 66

Road #2 Channel ... 70

All switch engines and MW movements within Dilworth terminal are under direction of the Dilworth Yardmaster will be made on the Yard Channel.

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

## 8. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
10078 Kelso	6.1 west of Grandin	8	West
10086 American Crystal	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.	Line Segment	Mile Post Location	Grand Forks Subdiv		Distance from Cass Lake	EAST WARD
					Trk	Rule 6 Oper		
		05163		105.5	CASS LAKE BKTY		0.0	
	3,660	05172		95.9	ROSBY		9.6	
		05178		90.7	BEMIDJI J		15.3	
	8,129	05184		84.1	WILTON		21.4	
		05196		72.0	SHEVLIN		33.7	
		05203		65.1	BAGLEY		40.4	
	8,239	05211		57.7	EBRO		47.7	
	3,688	05224	31	44.7	FOSSTON		60.7	
	9,033	05231		37.2	McINTOSH		68.3	
	3,823	05237		31.2	ERSKINE AJ		74.4	
		05244		24.5	MENTOR		81.1	
		05251		17.7	TILDEN JCT		88.0	
	9,038	05255		12.9	BENOIT		92.5	
		05265		2.9	REDLAND JCT J		102.7	
				0.0				
				81.0	CROOKSTON JCT JT	TWC	105.6	
		05270		82.3	CROOKSTON BK		106.9	
				83.9	NORTH CROOKSTON JT		108.5	
			32		JCT			
	7,710	05280		93.1	FISHER		117.7	
				103.0	EAST GRAND FORKS Y		131.4	
		05295		109.9	GRAND FORKS BIJKT		134.5	
				110.2	G F SWITCH IJTY	ABS	134.8	
			220	98.2	D L SWITCH IJTY		135.8	
				0.4				
	7,581	05310		12.3	EMERADO		147.7	
		05316		18.3	ARVILLA		153.8	
	9,288	05323		24.3	LARIMORE J	TWC	159.9	
		05325		26.7	HANNAH JCT	ABS	162.1	
		05336		38.3	NIAGARA		173.7	
		05343		44.5	PETERSBURG		180.0	
	8,883	05348		50.3	MICHIGAN		185.8	
	8,908	05359		60.7	LAKOTA JT		196.2	
		05368		69.6	DOYON		205.1	
		05373	33	74.5	CRARY		209.9	
		05383		85.3	DEVILS LAKE BJTY		220.7	

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

BN Radio Channel No. 2 in service between MP 105.0, Fisher and D.L. Switch

Train Dispatcher Calls—Cass Lake—03, Bagley—82, Fosston—81, Grand Forks—96, Bemidji—72, Tilden Jct.—75, Larimore—31, Lakota—18, and Devils Lake—19.

1. Maximim Speeds Permitted—	Passenger	Freight
Cass Lake to Grand Forks .....		49 MPH.
D.L. Switch to Devils Lake .....	79 MPH.	50 MPH.
Sidings .....		10 MPH.
Trains over 100 tons/OB .....		40 MPH.
Cass Lake—On all tracks head end of train over footwalk crossing located west of main track switch to roundhouse ..		10 MPH.

MP 92 to MP 93 at Fisher .....	40 MPH.
Bridge 93.2, Fisher, cars heavier than 268,000 pounds .....	10 MPH.
Fisher and Redland Jct. MP 84.0 and MP 1.0 .....	30 MPH.
Head end restriction, Bemidji .....	
Between MP 89.5 to MP 91.6 .....	35 MPH.
MP 103.0, Fisher to MP 105.0, East Grand Forks .....	25 MPH.
MP 103.0 East Grand Forks MN. 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 and D.L. Switch .....	25 MPH.
Northwood Spur — MP 82.3 .....	5 MPH.
D.L. Switch to Surrey .....	79 MPH.
Emerado Air Base Spur .....	10 MPH.
Trains handling missiles .....	5 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.

## 2. Bridge and Equipment Weight Restrictions—

Item 5d not permitted between Tilden Jct and Red Lake Falls; between Hannah Jct and Inkster.

Six axle locomotives not permitted on the following tracks:

Crookston—Midland track (Crookston Valley Coop).

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

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

## 3. Type of Operation—

### TWC Instructions—

Track Warrant Control in effect between:  
MP 103.0, Cass Lake to MP 85.3, Devils Lake.

Rule 93 Yard limits— in effect:

MP 105.0, Fisher to D. L. Switch.

MP 103.0, Rosby to Cass Lake.

MP 89 to MP 84.3 Devils Lake.

MP 0.7 to MP 98.2 Emerado to D.L. Switch.

## 4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 1.5 miles.

Rule 105 Applies— Track between Tilden Jct. and Red Lake Falls is industrial track. Derail placed at MP 59.0.

## 5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

MP 22.7 between Mentor and Tilden Jct.

MP 47.7 between Fosston and Ebro.

MP 88.0 between Wilton and Bemidji.

## 6. FRA Excepted Track— NONE

## 7. Special Conditions—

Sidings— Loaded coal trains not permitted.

Cass Lake— Whistle signal must be sounded as prescribed by Rule 15(l) by all trains over footwalk east of roundhouse switch. Crossing must be cut immediately. When this crossing is blocked by coupling train, trainmen must remain at the crossing to prevent pedestrians from crossing through the cars.

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

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

Between Vance and Armenia track is considered industrial track.



Maximum speed 25 MPH. Cars heavier than 263,000 pounds on all bridges maximum speed 10 MPH.

**5. Trackside Failed Equipment Detectors (FED)–**

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

**6. FRA Excepted Track– NONE**

**7. Special Conditions–**

**Moorhead Jct., Moorhead, Fargo Yard Office and JY Jct–**

Between MP 38.5 east of South Moorhead to MP 5.4 west of JY Jct, all train, engine and work equipment movements on main track will be authorized by the Dilworth Yardmaster.

**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.

**Train Inspection–** Fargo/Dilworth– Roll by inspection of freight trains must be made of trains departing Dilworth and Fargo yard at speeds not to exceed 10 MPH. Unless otherwise provided in-bound train crew will make inspection of departing train.

**Mason–** Derails placed on west end of siding.

**South Moorhead to MP 5.4 west of JY Jct–**

When requesting main track authorization, give your name, location, engine number, type of work equipment and specify track or tracks to be used. When authorization is issued to employee in charge, the instructions must be repeated to the yardmaster who will make record in log book. When work is completed and men and equipment clear the main track, employee in charge must report clear to yardmaster. When authorization has been issued to employee in charge of maintenance employees and/or work equipment, the yardmaster must not authorize a train or engine into the same territory unless permission is granted by the employee in charge.

Yardmaster authorization does not dispense with the use of track flags as required by Rules 10 and 10(A), of the rules of the Maintenance of Way, for impassable track or to provide protection for on-track and/or off-track equipment fouling main track.

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

Yard Channel ..... 36

Road #1 Channel ... 66

Road #2 Channel ... 70

All switch engines and MOW movements within Dilworth terminal are under direction of the Dilworth Yardmaster will be made on the Yard Channel.

**8. Locations not Shown as Stations–**

Name	Miles–Location	Capacity Cars	Switch Opens
00705 Ameria Spur	2.1 east of Vance	106	Both

WESTWARD ↓				Hunter Subdiv <b>BRANCH LINE</b> STATIONS				
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Vance
		00707	<b>23</b>	64.2		VANCE	JT	0.0
		56305		69.0		5.0	TWC	5.0
						ARTHUR		6.0
	56311	75.6				HUNTER		11.0

BN Radio Channel No. 2 in service on this Subdivision.  
Train Dispatcher Calls–Vance–23

WESTWARD ↓				Clifford Line Subdiv <b>BRANCH LINE</b> <b>STATIONS</b>					
	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Rule 6	Oper	Distance from Erie Jct.	
		00716	274	0.0		ERIE JCT	J	0.0	
		56402		1.4		1.6		TWC	1.6
		56412		12.1		10.7			12.3
		56418		17.5		GALESBURG			
						5.7			18.0
				CLIFFORD					

WESTWARD ↓

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Warwick Subdiv BRANCH LINE STATIONS				Distance from Nolan
				Trk	Rule 6	Oper		
	00724	24	24.3		NOLAN	J		0.0
	57002		25.7		1.6			1.6
	57009		32.8		PAGE			
	57015		39.2		7.1			8.7
	57024		48.4		COLGATE			
	57029		53.3		6.3			15.0
	57036		59.8		HOPE			
	57043		66.9		9.3			24.3
	57048		71.9		PICKERT			
	57054		77.8		5.0			29.3
	57061		85.1		FINLEY			
	57067		90.9		6.5			35.8
	57080	103.7		SHARON				
				7.1			42.9	
				ANETA				
				4.9			47.8	
				KLOTEN				
				6.0			53.8	
				McVILLE				
				7.3			61.1	
				PEKIN				
				5.8			66.9	
				TOLNA				
				12.7			79.6	
				WARWICK				

BN Radio Channel No. 2 in service on this Subdivision.  
Train Dispatcher Calls–Nolan–23, Aneta–14, Warwick–16

**1. Maximum Speeds Permitted–**

	Freight
Vance to Hunter .....	25 MPH.
Erie Jct. to Clifford .....	25 MPH.
Nolan to Warwick .....	25 MPH.
Pickert to MP 48.2 to MP 48.4 .....	10 MPH.
Item 1A, All Subdivisions, applies on these subdivisions.	

**2. Bridge and Equipment Weight Restrictions–**

Item 5d not permitted on Hunter, Clifford Line and Warwick Subdivisions.  
Hunter Subdivision–Six axle locomotives not permitted.  
Clifford Line Subdivision–None

**3. Type of Operation—**

**TWC Instructions—** Track Warrant Control in effect on the Hunter, Clifford and Warwick Subdivisions.

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

**Rule 99—** When required to flag, distance will be 1.0 mile.

**Rule 105 Applies—**

Hunter Subdivision— Trackage between MP 74.5 to MP 75.9, Hunter is industrial track.

Clifford Line Subdivision— Trackage between MP 17.0 to MP 18.0 Clifford is industrial track.

**5. Trackside Failed Equipment Detectors (FED)—**

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: 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 35 recorded train location lineup or track warrant must be obtained on Warwick Subdivision.

**8. 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.	Line Segment	Mile Post Location	Trk	Cooperstown Subdiv <b>BRANCH LINE</b> STATIONS		Distance from Hanna- ford	↑ EAST WARD
						Rule 6	Oper		
		00757		26.4		HANNAFORD	JY	0.0	
		57406	281	32.5		SHEPARD		6.1	
		57410		36.5		COOPERSTOWN		10.0	
		57425		51.0		BINFORD		24.5	

**BN Radio Channel No. 2 in service on this Subdivision.**

**Train Dispatcher Calls: Hannaford—06.**

**1. Maximum Speeds Permitted —**

Hannaford to Binford ..... **Freight 10 MPH.**

**2. Bridge and Equipment Weight Restrictions**

Item 5d not permitted.

Maximum gross weight of car permitted 263,000 lbs.

Six axle locomotives not permitted.

Entire Subdivision restricted to one locomotive.

**3. Type of Operation—**

**TWC Instructions—** Track Warrant Control in effect between: MP 27.0, Hannaford to MP 50.5, Binford.

**Rule 93 Yard limits—** in effect:

MP 26.3 to MP 27.0 between Hannaford and Shepard.

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

**Rule 99—** When required to flag, distance will be 1.0 mile.

**Rule 105 Applies—**

Track between MP 50.5 and 51.3, Binford is industrial track.

Between Vance and Amenia, track is considered industrial track.

**5. Trackside Failed Equipment Detectors (FED)—**

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

**6. FRA Excepted Track—**

**Hannaford—Binford— (MP 26.4 to MP 51.0)—** FRA excepted track. See All Subdivisions Item 6.

**7. Special Conditions—**

**Train Location Lineups—** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

Switch point derail installed on main track at MP 50.5.

**8. Locations not Shown as Stations— NONE**

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	P Line Subdiv BRANCH LINE			Distance from Moor- head	T E A S T W A R D
					Trk	Rule 6	Oper		
		00676		0.0	MOORHEAD	JY		0.0	
				22.3					
		56008		8.0	KRAGNES			8.6	
		56015		14.8	GEORGETOWN			15.4	
		56022		21.6	PERLEY			22.0	
		56028		27.4	HENDRUM			28.0	
		56034		33.5	HALSTAD			34.0	
		56041	247	41.0	SHELLY			41.6	
		56046		45.8	NIELSVILLE			46.4	
		56052		50.8	CLIMAX			52.0	
		56057		56.8	ELDRED			57.9	
		09285		65.5	M N JCT	JY		66.5	

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

Train Dispatcher Calls— Halstad-74 and M. N. Jct.-75.

- Maximum Speeds Permitted—** Freight  
Moorhead to M.N. Jct ..... 25 MPH.  
MP 13.7, Kragnes to MP 29.2, Halstad ..... 10 MPH  
Item 1A, All Subdivisions, applies.
- Bridge and Equipment Weight Restrictions—**  
Item 5d not permitted.  
Six axle locomotives not permitted.
- Type of Operation—**  
**TWC Instructions—** Track Warrant Control in effect between:  
MP 2.6, Kragnes to MP 64.0, M.N. Jct.  
**Rule 93 Yard limits—** in effect:  
Moorhead to MP 2.6, East of Kragnes.  
M.N. Jct. to MP 64.0.
- General Code of Operating Rules Items—**  
**Rule 99—** When required to flag, distance will be 1.0 mile.
- Trackside Failed Equipment Detectors (FED)—**  
A. Protecting bridges, tunnels or other structures: NONE  
B. Other FED locations: NONE
- FRA Excepted Track—**NONE
- Special Conditions—**  
**M.N. Jct. Switch—** Normal position is lined for the P Line Subdivision.  
**Bingham—** Eastward trains must contact Dilworth yardmaster to obtain route instructions.  
**Train Location Lineups—** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

8. 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.	Line Segment	Mile Post Location	Warroad Subdiv BRANCH LINE			Distance from Warroad	T E A S T W A R D
					Trk	Rule 6	Oper		
		55315		103.3	WARROAD	Y		0.0	
		55294		82.9	ROSEAU			21.4	
		55281		70.0	BADGER			34.4	
		55271		60.5	GREENBUSH	A		43.9	
		55253	244	41.8	MIDDLE RIVER		TWC	62.5	
					SOO LINE				
		55234		22.6	CROSSING	M		81.7	
		55230		19.6	THIEF RIVER FALLS	T		84.8	
		55223		11.8	ST HILAIRE			92.0	

BN Radio Channel No.1 in Service on this subdivision.

Train Dispatcher Calls—Thief River Falls-80

- Maximum Speeds Permitted—** Freight  
MP 13.9 to MP 63.0 ..... 25 MPH.  
MP 63.0 to MP 103.3 between Greenbush and Warroad ..... 12 MPH.  
Thief River Falls-Wye track ..... 5 MPH.  
Item 1A, All Subdivisions, applies between St. Hilaire and Warroad.
- Bridge and Equipment Weight Restrictions—**  
Item 5c not permitted between Roseau and Warroad.  
Roseau to St Hilaire—Maximum gross weight of car permitted  
263,000 lbs.  
Item 5d not permitted.  
Six axle locomotives not permitted.
- Type of Operation—**  
**TWC Instructions—**Track Warrant Control in effect between:  
MP 102.0, Warroad to MP 13.9, St. Hilaire.  
Secure Soo Line clearance and bulletins at Grand Forks or Thief River Falls.  
**Rule 93 Yard limits—** in effect:  
MP 102.0 to end of track  
**Rule 105 Applies—**Track between MP 13.9 Thief River Falls to MP 11.8  
St. Hilaire is industrial track maximum speed 10 MPH.
- General Code of Operating Rules Items—**  
**Rule 99—** When flagging is required, distance will be 1.0 miles.
- Trackside Failed Equipment Detectors (FED)—**  
A. Protecting bridges, tunnels or other structures: NONE  
B. Other FED locations: NONE
- FRA Excepted Track—** NONE
- 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 BN movement over Soo Line diamond at MP 22.6. After gate has been lined for BN and movement and movement over the diamond is completed, gate must be restored to original position against BN movement.

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

Derail installed on main track at MP 13.9.

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

**Train Location Lineups**—Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

#### 8. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
55303 Salol	12.2 west of Warroad	14	Both
55293 Farm Services Eguip Spur	1.0 west of Roseau	6	East
55290 Roseau Pit	3.0 west of Roseau	36	East
55281 Greunig Spur	1.5 west of Badger	12	East
55261 Strathcona	10.2 west of Greenbush	23	West
55227 NW Pallet Ass'n Spur	3.0 est of Thief River Falls	10	West

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

**Rule 99**—When flagging is required, distance will be 1.5 miles.

#### 5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: 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.

**Train Location Lineups**—Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

**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. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
09289 Agricultural Exp Spur	0.2 west of Noyes Jct	33	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
Agsgo Dist Inc	0.8 east of Hallock	7	East
09357 George Weleski Spsr	0.7 east of Hallock	7	East
09364 Hill Siding	7.0 west of Hallock	16	Both
09376 St. Vincent	1.8 east of Noyes	13	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Noyes Subdiv MAIN LINE STATIONS		Distance from North Crookston Jct.
				Trk	Oper	
			0.0	NORTH CROOKSTON JTY		0.0
				JCT		
			12.7	EUCLID		12.7
			8.2	ANGUS		20.9
			8.4	WARREN	A	29.3
			9.8	ARGYLE		39.1
			8.4	STEPHEN		47.5
			8.6	DONALDSON		56.1
			4.8	KENNEDY	TWC	60.9
			9.2	HALLOCK		70.1
			12.2	HUMBOLDT		82.3
			8.2	NOYES	BJKY	90.5

**BN Radio Channel No.1 in Service on this subdivision.**

**Train Dispatcher Calls**—North Crookston—75, Warren—76, Hallock—78

#### 1. Maximum Speeds Permitted—

**Freight**

North Crookston Jct. to Noyes ..... 25 MPH.

East leg of wye track ..... 5 MPH.

Item 1A, All Subdivisions, applies.

#### 2. Bridge and Equipment Weight Restrictions—

Item 5d not permitted.

#### 3. Type of Operation—

**TWC Instructions**—Track Warrant Control in effect between:

MP 1.0, North Crookston to MP 87.0 Noyes.

**Rule 93 Yard limits**—in effect between:

All movements operating on CN and CP Railroads between BN 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.

MP 0.0 to MP 1.0

MP 87.0 to MP 90.5.

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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Fertile Subdiv BRANCH LINE STATIONS			Distance from Redland Jct.	↑ EAST WARD
					Trk	Rule 6	Oper		
		05265		65.9		REDLAND JCT	J	TWC	0.0
		55044	246	45.4		20.5 FERTILE			20.5

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

Train Dispatcher Calls—Redland Jct.—75, Fertile—74.

- Maximum Speeds Permitted—** Freight  
Redland Jct. to Fertile ..... 25 MPH.  
Over Bridge 55 ..... 12 MPH.  
Item 1A, All Subdivisions, applies.
- Bridge and Equipment Weight Restrictions**  
Item 5d not permitted.  
Six axle locomotives not permitted.
- Type of Operation—**  
**TWC Instructions—** Track Warrant Control in effect on this Subdivision
- General Code of Operating Rules Items—**  
**Rule 99—** When required to flag, distance will be 1.0 mile.  
**Rule 105 applies—** Track between MP 45.4 to MP 46.5 is industrial track. Derail located at MP 45.9.
- Trackside Failed Equipment Detectors (FED)—**  
A. Protecting bridges, tunnels or other structures: NONE  
B. Other FED locations: NONE
- FRA Excepted Track—**NONE
- Special Conditions—**  
**Train Location Lineups—** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.
- 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.	Line Segment	Mile Post Location	Ada Subdiv BRANCH LINE STATIONS			Distance from Ada	↑ EAST WARD
					Trk	Rule 6	Oper		
		09252		47.7		ADA		TWC	0.0
		09270	32	65.1		16.9 BELTRAMI			17.0
		09285		80.3		15.3 M N JCT	JY		32.3
				81.0		0.7 CROOKSTON JCT	J		33.0

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

Train Dispatcher Calls—Ada—74 and M.N. Jct.—75.

- Maximum Speeds Permitted—** Freight  
Ada to Crookston Jct ..... 25 MPH.  
Ada Elevator track ..... 10 MPH.  
Item 1A, All Subdivisions, applies.
- Bridge and Equipment Weight Restrictions**  
Item 5d not permitted.  
Six axle locomotives not permitted.
- Type of Operation—**  
**TWC Instructions—** Track Warrant Control in effect between:  
Ada to MP 79.9, M.N. Jct  
**Rule 93 Yard limits—** in effect:  
MP 79.9 to MP 80.3.
- General Code of Operating Rules Items—**  
**Rule 99—** When required to flag, distance will be 1.0 mile.  
**Rule 105 Applies—** track between:  
M N Jct and Crookston Jct is industrial track.  
MP 48.2 Ada and MP 47.0 is industrial track.  
**MN Jct Switch—** Normal position is for the P Line Subdivision.  
**Train Location Lineups—** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.
- Trackside Failed Equipment Detectors (FED)—**  
A. Protecting bridges, tunnels or other structures: NONE  
B. Other FED locations: NONE
- FRA Excepted Track—** NONE
- Special Conditions—**NONE
- 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	23	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Drayton Subdiv BRANCH LINE STATIONS			Distance from Honey- ford
				Trk	Rule 6	Oper	
	55422	249	117.8	HONEYFORD			0.0
	55425		121.3	3.5 GILBY			3.5
	55430		125.6	4.3 JOHNSTOWN			7.8
	55434		130.3	4.7 FOREST RIVER	U		2.5
	55440		136.1	5.8 VOSS			18.3
	55539		145.0	8.9 GRAFTON	JTUY		27.2
	55464		160.5	15.5 DRAYTON		TWC	42.7
	55483		178.8	18.3 JOLIETTE			61.0

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

Train Dispatcher Calls—Grafton—48, Joliette—78 and Honeyford—31.

- Maximum Speeds Permitted—** Freight  
Honeyford to Joliette ..... 25 MPH.  
MP 143.6 to MP 145.6 ..... 10 MPH.  
MP 159.6 to MP 163.3 ..... 10 MPH.  
Item 1A, All Subdivisions, applies.
- Bridge and Equipment Weight Restrictions—**  
Item 5d not permitted.  
Six axle locomotives not permitted.
- Type of Operation—**  
**TWC Instructions—** Track Warrant Control in effect on this subdivision.  
**Rule 93 Yard Limits—** in effect:  
MP 143.0 to MP 147.0.
- General Code of Operating Rules Items—**  
**Rule 99—** When required to flag, distance will be 1.5 miles.  
**Rule 105 Applies—** Joliette Track between MP 178.0 to MP 179.5 is industrial track maximum speed 10 MPH.
- Trackside Failed Equipment Detectors (FED)—**  
A. Protecting bridges, tunnels or other structures: NONE  
B. Other FED locations: NONE
- FRA Excepted Track—** NONE
- Special Conditions—**  
**Railroad Crossings not Indicated at Station—**  
Between Voss and Grafton— MP 144.2 at Neche 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.  
**Grafton—** Normal position of the transfer track switch located a MP 144.2 is lined for movement to be made.  
**Train Location Lineups—** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.  
**Honeyford—**Track between MP 119.5 eastward to end of track is considered industrial track. Maximum speed 10 MPH.

**8. 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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Neché Subdiv BRANCH LINE STATIONS			Distance from Grand Forks
				Trk	Rule 6	Oper	
	05299	250	0.0	GRAND FORKS BIJKTY		ABS	0.0
	55502		1.4	1.4 CALSPUR	Y		1.4
	55512		12.4	11.0 MANVEL			12.0
	55524		24.5	12.1 ARDOCH	U		24.1
	55530		30.6	6.1 MINTO			30.2
	55539		39.4	8.9 GRAFTON	JTUY		39.1
	55546		45.9	6.5 AUBURN		TWC	45.6
	55553		53.5	7.6 ST THOMAS			53.2
	55559		59.6	6.1 GLASSTON			59.3
	55566		66.5	6.9 HAMILTON			66.2
	55571		71.6	5.2 BATHGATE			71.4
	55579		79.9	8.3 NECHE			79.7

BN Radio Channel No. 1 in service on this subdivision. Train Dispatcher Calls—Grafton—48 and Grand Forks—96.

- Maximum Speeds Permitted—** Freight  
Grand Forks and MP 37.8 ..... 25 MPH.  
MP 37.8 to MP 40.7 ..... 10 MPH.  
MP 40.7 to MP 60.2 ..... 25 MPH.  
MP 60.2 and MP 79.9 ..... 10 MPH.  
Item 1A, All Subdivisions, applies.
- Bridge and Equipment Weight Restrictions—**  
Item 5d not permitted.  
Glasston to Neche— Maximum gross weight of car permitted 263,000 lbs.  
Six axle locomotives not permitted.
- Type of Operation—**  
**TWC Instructions—** Track Warrant Control in effect between: Grand Forks and Neche.  
**Rule 93 Yard limits —**in effect:  
MP 0.0 to MP 6.0 at Grand Forks.  
MP 37.0 to MP 42.0 at Grafton.
- General Code of Operating Rules Items—**  
**Rule 99—** When flagging is required, distance will be 1.5 miles.  
**Rule 105 Applies—** Glasston, trackage between MP 59.1 to MP 60.2 is industrial track.
- Trackside Failed Equipment Detectors (FED)—**  
A. Protecting bridges, tunnels or other structures: NONE  
B. Other FED locations: NONE
- FRA Excepted Track—** NONE
- Special Conditions—**  
**Railroad Crossing not Indicated at Stations—** MP 38.7 between Minto and Grafton, Drayton Subdivision crossing.  
**Between Glasston and Neche (MP 60.2 to MP 79.9)—** FRA excepted track — See All Subdivisions Item 6.  
**Grafton—** Normal position of the main track switch located at MP 40.2 is lined for Walhalla Subdivision.  
**Manvel—**no clearance on the Turtle River Bean spur.  
Transfer track switch— located at MP 38.7 normal position is lined for movement to be made.  
**Train Location Lineups—** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

## 8. 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 Toblason Gillishammer	1.1 west of St Thomas	10	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Walhalla Subdiv BRANCH LINE		Distance from Grafton
				Trk	Oper	
	55539		0.0	GRAFTON	JTUY	0.0
	55606		5.7	NASH		6.5
	55613		12.9	HOOPLE		13.7
	55618	251	17.5	CRYSTAL		18.3
	55624		23.9	HENSEL		24.6
	55631		31.4	CAVALIER		32.2
	55648		48.5	WALHALLA	T	48.7

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

Train Dispatcher Calls—Grafton—48

## 1. Maximum Speeds Permitted—

Grafton to Walhalla	25 MPH.
Grafton	10 MPH.
Item 1A, All Subdivisions, applies.	

Freight

## 2. Bridge and Equipment Weight Restrictions—

Item 5d not permitted.  
Six axle locomotives not permitted.

## 3. Type of Operation—

**TWC Instructions—** Track Warrant Control in effect between:  
MP 2.0, Grafton to MP 47.2, Walhalla.

**Rule 93 Yard Limits—** in effect:  
MP 0.0 to MP 2.0.

## 4. General Code of Operating Rules Items—

**Rule 99—** When required to flag, distance will be 1.0 mile.

**Rule 105 Applies—** Walhalla between MP 47.2 and end of track is industrial track maximum speed 10 MPH.

## 5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE  
B. Other FED locations: 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.

**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.

**Train Location Lineups—** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

## 8. 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	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 Eggan 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
Cenex Agri Fuel	1.5 east of Walhalla	90	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Hannah Subdiv BRANCH LINE		Distance from Conway
				Trk	Oper	
	55723		23.6	CONWAY	J	0.0
	55728		28.0	PISEK		5.0
	55734		34.2	PARK RIVER		11.2
	55744		43.5	EDINBURG		20.5
	55756	252	56.1	MILTON		33.1
	55762		61.9	OSNABROCK		38.8
	55774		73.6	LANGDON		50.5
	55788		88.0	WALES		64.9
	55795		95.0	HANNAH	T	71.9

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

Train Dispatcher Calls—Conway—31, Langdon—32

## 1. Maximum Speeds Permitted—

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

Freight

## 2. Bridge and Equipment Weight Restrictions—

Item 5d not permitted.  
Langdon to Hannah—Maximum gross weight of car permitted 263,000 lbs.  
Six axle locomotives not permitted.

## 3. Type of Operation—

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

## 4. General Code of Operating Rules Items—

**Rule 99—** When required to flag, distance will be 1.0 mile.

## 5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE  
B. Other FED locations: NONE

## 6. FRA Excepted Track— NONE

## 7. Special Conditions—

**Train Location Lineups—** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

## 8. Locations not Shown as Stations—

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Mayville Subdiv BRANCH LINE STATIONS				Distance from Larimore	EASTWARD ↑
					Trk	Rule 6	Oper			
		05323	23	129.6	LARIMORE	J		0.0		
		56353		117.4	12.6	NORTHWOOD			12.6	
		56345		109.0	8.5	HATTON			21.1	
		56338		102.4	6.5	PORTLAND JCT	JT		27.6	
		56333		96.0	4.9	MAYVILLE			32.5	

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

Train Dispatcher Calls—Larimore—31 and Hatton—46.

**1. Maximum Speeds Permitted—**

**Freight**

Larimore to Mayville ..... 25 MPH.  
Mayville ..... 10 MPH.  
Item 1A, All Subdivisions, applies between Portland  
Jct. and Portland.

**2. Bridge and Equipment Weight Restrictions—**

Item 5d not permitted between MP 97.0 and Mayville.  
Six axle locomotives not permitted.

**3. Type of Operation—**

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

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

**Rule 99—** When required to flag, distance will be 1.0 mile.

**Rule 105 Applies—** Track between Portland Jct and Portland is industrial  
track maximum speed 10 MPH.

**5. Trackside Failed Equipment Detectors (FED)—**

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

**6. FRA Excepted Track—NONE**

**7. Special Conditions—**

**Mayville—** Derail installed on main track at MP 97.9.

**Train Location Lineups—** Maintenance of Way Rule 35 recorded train  
location lineup or track warrant must be obtained.

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

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

WEST WARD I	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Sarles Subdiv BRANCH LINE STATIONS				Distance from Lakota
					Trk	Rule 6 Oper			
		05359	279	0.0	LAKOTA	JTY	TWC	0.0	
	55812	12.0		BROCKET		12.4			
	55818	18.3		LAWTON		18.7			
	55827	27.0		EDMORE		27.2			
	55840	39.7		HAMPDEN		40.1			
	55852	52.1		MUNICH		52.4			
	55860	59.5		CLYDE		59.9			
	55866	65.5		CALVIN		65.8			
	55872	73.0		SARLES	T	73.2			

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

Train Dispatcher Calls—Lakota—18, Hampden—32

**1. Maximum Speeds Permitted—**

**Freight**

MP 0.0, Lakota to MP 73.0, Sarles ..... 25 MPH.  
MP 57.8, Clyde to MP 73.0, Sarles, trains  
handling loaded cars ..... 10 MPH.  
Item 1A, All Subdivisions, applies.

**2. Bridge and Equipment Weight Restrictions—**

Item 5d not permitted.  
Six axle locomotives in excess of 350,000 pounds not permitted  
between MP 0.0 to MP 2.5 and on wye at Lakota.

**3. Type of Operation—**

**TWC Instructions—** Track Warrant Control in effect between:

**Rule 93 Yard limits —in effect:**

MP 0.0 to MP 1.0.

MP 1.0, Lakota and Sarles.

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

**Rule 99—** When required to flag, distance will be 1.0 mile.

**Rule 105 Applies—** Track between MP 71.9 to MP 72.9, Sarles is  
industrial track. Derail placed on main track at MP 71.9.

**5. Trackside Failed Equipment Detectors (FED)—**

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

**6. FRA Excepted Track— NONE**

**7. Special Conditions—**

**Railroad Crossings not indicated at Station—**

Soo Line Crossing 3.7 miles east of Brocket

Soo Line Crossing 3.8 miles east of Munich

**Train Location Lineups—** Maintenance of Way Rule 35 recorded train  
location lineup or track warrant must be obtained.

**8. Locations not Shown as Stations— NONE**



WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Hansboro Subdiv BRANCH LINE STATIONS			Distance from Devils Lake	EAST WARD
					Trk	Rule 6	Oper		
		05383		0.0		DEVILS LAKE	BJUY	0.0	
		55912		11.8		WEBSTER		12.1	
		55924		23.4		STARKWEATHER		24.0	
		55939	275	39.4		OLMSTEAD	U	39.7	
		55953		53.0		ROCK LAKE		53.2	
		55966		66.6		HANSBORO	T	66.0	

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

Train Dispatcher Calls—Devils Lake—19

1. Maximum Speeds Permitted— Freight  
Devils Lake and Hansboro ..... 10 MPH.

2. Bridge and Equipment Weight Restrictions—

Item 5d not permitted.  
Maximum gross weight of car permitted 263,000 lbs.  
Six axle locomotives not permitted.

3. Type of Operation—

TWC Instructions— Track Warrant Control in effect between:  
MP 1.0, Devils Lake and Hansboro.

Rule 93 Yard limits— in effect:  
MP 0.0 to MP 1.0

4. General Code of Operating Rules Items—

Rule 99— When required to flag, distance will be 1.0 mile.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track—NONE

7. Special Conditions—

Railroad Crossings not Indicated at Station—

Soo Line Crossing 0.2 miles west of Devils Lake

Soo Line Crossing 0.3 miles west of Olmstead

Between Devils Lake and Hansboro (MP 1.0 to MP 66.6)—

FRA excepted track — See All Subdivisions Item 6.

Train Location Lineups— Maintenance of Way Rule 35 recorded train  
location lineup or track warrant must be obtained.

8. 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

# LAKE SUPERIOR DIVISION

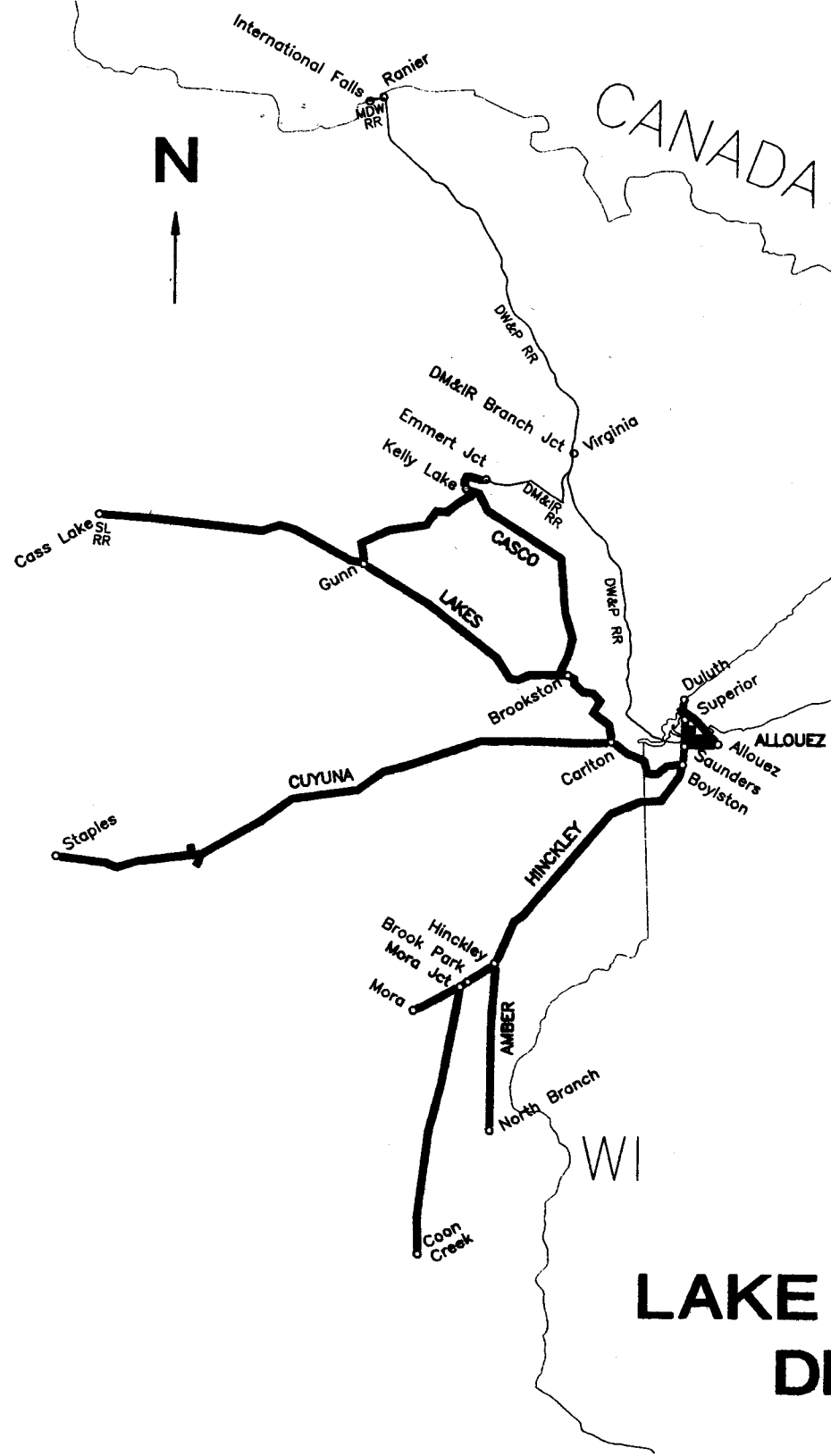
## C.F. TYE-SUPERINTENDENT, SUPERIOR

B. HUNTER Jr. ....	Terminal Superintendent .....	Superior
K.W. JOHNSON ....	Trainmaster .....	Superior
R.L. GRIFFIN .....	Trainmaster .....	Superior
A.D. BENGSTON ....	Terminal Trainmaster .....	Superior
S.D. SCHNUCK ....	Terminal Trainmaster .....	Superior
M.J. SCHARTE ....	Terminal Trainmaster .....	Superior

MN



CANADA



# LAKE SUPERIOR DIVISION

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Hinckley Subdiv MAIN LINE STATIONS		Distance from Boyl- ston	Trk	Rule 6	Oper	EAST WARD
		05013	2108	11.8	BOYLSTON	JT	0.0				
	6,118	06112		24.5	12.7	FOXBORO	12.7				
	7,129	06100		36.6	12.0	NICKERSON	24.7				
	5,690	06088		48.9	12.2	BRUNO	36.9				
	6,957	06080		57.2	8.4	ASKOV	45.3				
	7,685	06074		63.1	5.9	SANDSTONE	51.2				
	7,417	06065		72.3	9.1	HINCKLEY	60.3			BJY	
	8,553	06057	28	80.1	7.9	BROOK PARK	68.2				
				80.5	0.4	MORA JCT	68.6			ABS	
	9,000	06046		91.3	11.1	GRASSTON	79.4			TWC	
	5,042	06029		107.4	16.1	CAMBRIDGE	95.5				
	4,958	06018		119.0	11.7	BETHEL	107.2				
	9,000	06006		131.0	11.9	ANDOVER	119.1				
		00448		136.9	5.9	COON CREEK	125.0			J	

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

Train Dispatcher Calls—Nickerson—85, Hinckley—86, Cambridge—87,  
Elk River—80, Carlton—84.

#### 1. Maximum Speed Permitted—

#### Freight

MP 24.5 Foxboro to MP 136.9 Coon Creek	50 MPH.
Boylston to West end of Bridge 15.5	35 MPH.
West end bridge MP 15.5 to MP 24.5	40 MPH.
Hinckley MP 72.0 to MP 72.3	40 MPH.
Through No. 20 turnout at: Coon Creek to Boylston	35 MPH.
Loaded ore cars BN 9000—99949	35 MPH.
Loaded ore cars BN 95000—9600 series hi sided taconite cars	30 MPH.
Loaded ore cars BN 98000—98150	35 MPH.

#### 2. Bridge and Equipment Weight Restrictions—

Items 5e and 5f may operate.  
Six axle locomotives not permitted between Mora Jct. and Mora.

#### 3. Type of Operation—

TWC—in effect on this Subdivision.

Rule 93 Yard Limits— in effect:  
Hinckley — MP 71.4 to MP 74.4

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

##### At Coon Creek—

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

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

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

Rule 105— Track between Mora Jct. and Mora is Industrial Track.  
Maximum speed 25 MPH.

#### 5. Trackside Failed Equipment Detectors (FED)—

##### A. Protecting bridges, tunnels or other structures:

MP 20.8 for Eastward movement over Bridge 15.5  
MP 60.5 for Westward movement over Bridge 62.4  
MP 66.5 for Eastward movement over Bridge 62.4

##### B. Other FED locations:

MP 36.0— Dragging Equipment and Hot Bearing  
MP 39.3 — Dragging Equipment Only  
MP 60.5 — Dragging Equipment Only  
MP 66.5 — Dragging Equipment and Hot Bearing  
MP 96.3 — Dragging Equipment and Hot Bearing  
MP 126.5 — Dragging Equipment Only

#### 6. FRA Excepted Track— NONE

#### 7. Special Conditions—

##### Speed Test Boards—

Engineers must test speed of their train at following locations.

Eastward and westward trains between MP 76 to MP 77 between  
Hinckley and Brook Park.

##### Sidings—

Bruno, Sandstone, Cambridge, Bethel, and Foxboro  
Maximum speed on sidings ..... 10 MPH.  
Trains over 100 Tons O.B. must not occupy siding Sandstone.

##### Automatic Switches are located at:

Foxboro Siding — east and west switch  
Hinckley Siding — east and west switch  
Brook Park—west end only  
Grasston Siding — east and west switch  
Andover Siding — east and west switch

#### 8. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
06012 Cedar	5.7 east of Andover	8	West
06024 Husky Spur	7.4 west of Cambridge	2	West
06024 Isanti	5.7 west of Cambridge	54	Both
06040 Braham	5.3 west of Grasston	15	West
07438 Mora	11.4 west of Brook Park	5	Both

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Amber Subdiv BRANCH LINE STATIONS		Distance from Hinck- ley	WEST WARD
					Trk	Rule 6 Oper		
		06065		75.4	HINCKLEY B.JY		0.0	
		51063		62.6	13.1 PINE CITY		13.1	
		51053	214	52.7	9.8 RUSH CITY		22.9	
		51041		40.7	12.0 NORTH BRANCH	TWC	34.9	

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls—Hinckley—86, Elk River—80

- Maximum Speed Permitted—** Freight  
North Branch to Hinckley ..... 25 MPH.  
Harris— Head end over public Crossings from MP 46.0  
to MP 45.5 ..... 10 MPH.  
Rush City— Head end over public crossings  
from MP 52.8 to MP 52.3 ..... 10 MPH.  
Items 1A, All Subdivisions, applies.
- Bridge and Equipment Weight Restrictions—**  
Items 5e and 5f may operate.
- Type of Operation—**  
TWC—in effect on this Subdivision  
**Rule 93 Yard Limits—in effect:**  
Hinckley MP 75.4 to MP 73.5
- General Code of Operating Rules Items—**  
**Rule 99—** When flagging is required, distance will be 1.0 miles.
- Trackside Failed Equipment Detectors (FED)—**  
A. Protecting bridges, tunnels or other structures: NONE  
B. Other FED locations: NONE
- FRA Excepted Track—** NONE
- Special Conditions—**

**Rollby Inspection—**Train crews must make inspection at speeds not exceeding 10 MPH at their initial terminal.

**Between Rush City and North Branch, MP 45.8 to MP 40.7,** when approaching crossings protected by signals or gates, it must be known by crews of trains and/or engines that signals or gates are activated before proceeding over crossings. If signals or gates are not activated, a crew member must proceed the movement and give signal from crossing if safe to proceed.

#### 8. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
51064 Gorham Spur	1.0 east of Pine City	5	West
51041 Chinook Spur	1.0 east of North Branch	8	West

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

BN Radio Channel No. 2 in service for this Subdivision.

- Maximum Speed Permitted—** Freight  
Allouez to Saunders ..... 25 MPH.  
MP 8.9 Head end speed restriction for westward trains on either  
track, at westward absolute signal ..... 20 MPH.
- Bridge and Equipment Weight Restrictions—**  
Items 5e and 5f may operate.
- Type of Operation—**  
**Rule 93 Yard Limits—**Main track between MP 6.0 to MP 10.3 between  
Allouez and Saunders is Continuous Yard Limits.
- General Code of Operating Rules Items—**  
**Rule 99—** Not required.
- Trackside Failed Equipment Detectors (FED)—**  
A. Protecting bridges, tunnels or other structures: NONE  
B. Other FED locations: NONE
- FRA Excepted Track—**NONE
- Special Conditions—**

**Allouez—** At both the old and new taconite unloading sheds, commonly known as the Index Plant, a red and yellow light has been installed on both ends of this building. If all the movable parts of the unloading mechanism are clear so that the train can move through the shed without interference, the signal will display a permissive yellow color. If there is any part of the mechanism that is not clear the signal will display red and train must stop before entering the shed and trains inside shed must not move.

Eastbound trains arriving Allouez yard, destined for the new loop:

Must arrive on the westbound main (against the current of traffic).

Switch located on westward track at entrance to new loop track, normal position will be lined for new loop track.

Eastbound trains arriving Allouez yard, destined for the old loop:

Will arrive on the eastbound main, unless otherwise directed by operator at Saunders Tower.

When arriving on the eastbound main, cross over to the westbound main, directly opposite the switch leading to the new loop.

If directed to arrive on the westbound main, switch for the old loop is located 500 feet east of coal pocket switch.

Unless otherwise instructed by Yardmaster, road Crews handling loaded Taconite trains (new cars 99000 series) into the new and old car dump for unloading, will do the following:

- Engineer will release brakes.
- Brakeman will set sufficient hand brakes on head end.
- Brakeman will close angle cock on the head car.
- Take all units to the tie up track.

When shoving or pulling out of the new loop track onto main tracks activating crossing gates County Road "A", a member of crew must key the gates if movement over crossing is not completed.

#### 8. Locations not Shown as Stations—NONE

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Cuyuna Subdiv MAIN LINE STATIONS			Distance from Carlton
				Trk	Rule 6	Oper	
6,386	05033		28.5	CARLTON			0.0
6,387	52138		44.0	CORONA			15.5
	52143		49.5	CROMWELL			21.6
9,000	52147		53.8	WOODBURY			25.4
5,994	52165		72.0	McGREGOR			43.0
6,503	52173		79.6	KIMBERLY			51.7
5,698	52185	27	91.5	AITKIN			63.6
	52195		101.9	DEERWOOD			73.9
8,946	52205		111.5	LOERCH			83.5
6,840	52212		117.0	BRainerd XBKT		TWC	90.7
6,310	52226		132.1	PILLAGER			104.1
6,404	52235		141.0	MOTLEY			112.8
	00567		147.8	STAPLES BJKTX			120.1

BN Radio Channel No. 2 in service on this Subdivision. Train  
Dispatcher Calls—Carlton—84, McGregor—89, Deerwood—90,  
Brainerd—83

#### 1. Maximum Speed Permitted—

#### Freight

Carlton to Staples	49 MPH.
Carlton to Brainerd trains over 100 tons/OB	40 MPH.
MP 42.8 to MP 43.1	35 MPH.
MP 91.3 to MP 91.4	40 MPH.
MP 93.6 to MP 95.5	35 MPH.
Bridge 95.5 Aitkin, Cars heavier than 270,000	10 MPH.
MP 97.4 to MP 98.7	35 MPH.
MP 117 to MP 120.0	25 MPH.
Through No. 20 turnout at Carlton Jct	25 MPH.
Aitkin—Over Highway 169 crossing with engine or leading car—eastward trains	40 MPH.
MP 131.3 to MP 131.4	30 MPH.
Item 1A, All Subdivisions, applies.	

#### 2. Bridge and Equipment Weight Restrictions—

Items 5e and 5f may operate.

#### 3. Type of Operation—

TWC—in effect on this Subdivision

Rule 93 Yard Limits— in effect:

Staples — MP 145.9 to Begin CTC Staples

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

Rule 99— 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:

- MP 51.2 — Dragging Equipment and Hot Bearing
- MP 88.1 — Dragging Equipment and Hot Bearing
- MP 108.0 — Dragging Equipment Only
- MP 122.1 — Dragging Equipment Only

#### 6. FRA Exempted Track— NONE

#### 7. Special Conditions—

**Sidings—** Trains of 25 cars or more exceeding 100 tons O/B not are permitted to use any sidings except Corona, Woodbury and Loerch. Trains of less than 25 cars exceeding 100 tons O/B are permitted to use any siding except Aitkin.

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

More than one 4-Axle Truck Locomotive or Locomotives with 6-Axle Trucks are prohibited on Burns Box Factory Spur and Hole Track. 6-axle locomotives not permitted on siding or elevator tracks.

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

**Brainerd—** Derails installed and blue flags will be placed on following tracks, when cars spotted at Potlatch Corp. plant (Northwest Paper Co., Inc.):

Loading dock tracks 1, 3, and 4.

Pulp tracks 1 and 2.

North Coating tracks 1 and 2.

#### 8. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
52132 Sawyer	9.7 west of Carlton	5	East
Cromwell Industrial	4.5 west of Carona	25	Both
52150 Wright	15.4 east of McGregor	21	West
52156 Tamarack	9.3 east of McGregor	3	East
52200 MacMillen Blodell Spur	5.1 west at Deerwood	12	West
52218 Klein Spur	6.1 west of Brainerd	25	East
52240 Northern Mfg Spur	3.5 east of Staples	9	West

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Lakes Subdiv MAIN LINE STATIONS		Distance from Superior	EASTWARD
						Rule 6	Oper		
		05004		5.5		SUPERIOR BKTY		0.0	
				7.6		2.1 54th St IY		2.1	
		05008	28	8.8	DT	1.2 CENTRAL AVE IJXY To Rices Point Yard	ABS	3.3	
				9.4		0.6 M&J JCT IJY		3.9	
		05010		10.3		1.4 SAUNDERS IJX(2)Y		5.3	
		05013		12.6	2MT	2.4 BOYLSTON JTX	CTC	7.7	
				15.9	DT	3.3 MP 15.9	TWC	11.0	
		9,700 05033		34.0		15.8 CHUB LAKE J	ABS	26.8	
				41.1		7.2 CLOQUET		34.0	
	7,869			50.0		8.9 DRACO		42.9	
	10,480 05055			57.7		7.6 BROOKSTON	CTC	50.5	
	9,785 05073			75.6		17.8 FLOODWOOD		68.3	
	9,216 05079		30	82.2		6.6 ISLAND		74.9	
	9,893 05090			92.1		9.9 SWAN RIVER		84.8	
	9,917 05099			101.0		9.0 PHILBIN		93.8	
	7,036 05106			108.4		7.5 GUNN JT		101.3	
		05109		112.1		3.0 GRAND RAPIDS BK	TWC	104.3	
	4,942 05115			117.0		5.0 COHASSET T	ABS	109.3	
	6,950 05124			125.7		8.8 DEER RIVER		118.1	
	3,705 05131			132.8		7.1 BALL CLUB	CTC	125.2	
	6,228 05151			152.9		20.5 SCHLEY		145.7	
		05163		164.9		11.5 CASS LAKE BKTY		157.2	

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

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

Train Dispatcher Calls—Chub Lake—79, Floodwood—94, Grand Rapids—92, Schley—93, Bemidji—72, Brookston—97

DM&IR Dispatcher—Steelton—96

#### 1. Maximum Speed Permitted

#### Freight

Superior to MP 70	40 MPH.
MP 21.0 to MP 34.0	35 MPH.
MP 39.6 to MP 41.3	30 MPH.
MP 46.6 to MP 47.4	35 MPH.
MP 70 to MP 108.5 (End ABS)	50 MPH.
MP 108.5 to MP 111.2	25 MPH.
MP 111.2 to MP 112.3	12 MPH.
MP 116.0 to MP 112.3	25 MPH.
MP 116.0 (End ABS) and Cass Lake	49 MPH.
Loaded ore cars BN 99000—99949	35 MPH.
Loaded ore cars BN 98000—98150	35 MPH.
Loaded ore cars BN 95000 and 96000 series hi-sided tac cars	30 MPH.
Cass Lake—On all tracks head end of train over footwalk crossing located at MP 164.5	10 MPH.
Trains or engines through No. 20 turnouts at following locations	35 MPH.
Saunders Crossovers	
Boylston (Dual Controlled Crossover)	
MP 15.9	
East and West Switch and siding Chub Lake	
Trains or engines leaving sidings on clear signal and through No. 20 turnouts at following locations	25 MPH.

Draco  
Brookston  
Floodwood  
Island  
Swan River  
Philbin

Trains and engines through No. 15 turnouts at following locations ..... 25 MPH.  
Central Avenue crossover  
Saunders (Jct. to Allouez)  
Coal Main turnout ..... 12 MPH.  
Deer River—Head end over city crossings between MP 125.5 to MP 125.9 ..... 25 MPH.  
Item 1A, all subdivisions, applies MP 108 to MP 116

#### 2. Bridge and Equipment Weight Restrictions—

Items 5e and 5f may operate between Superior and Cass Lake.  
No. 4 yard track locomotives weighing over 275,000 lbs not permitted.

#### 3. Type of Operation—

##### TWC Instructions—

Westward Hinckley Subdivision trains will require a track warrant at Saunders.

**Rule 93 Yard Limits—**Continuous yard limits in effect between Superior and Saunders (MP 10).

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

**Rule 99—**When flagging is required, distance will be 2.5 miles.

Cass Lake yard limits MP 162 to MP 103.

**Rule 350 (B)—**The following switches are not equipped with electric locks:

MP 35.1	MP 39.7	MP 40.55	MP 58.5
MP 70.2	MP 75.2	MP 75.6	MP 88.2

#### 5. Trackside Failed Equipment Detectors (FED)—

##### A. Protecting bridges, tunnels or other structures:

MP 28.1 for Westward movement over Bridge 29.0  
MP 31.5 for Eastward movement over Bridge 29.0

##### B. Other FED locations:

MP 31.5 — Dragging Equipment and Hot Bearing  
MP 53.4 — Dragging Equipment and Hot Bearing  
MP 79.9 — Dragging Equipment and Hot Bearing  
MP 105.0 — Dragging Equipment and Hot Bearing  
MP 129.9 — Dragging Equipment Only

#### 6. FRA Excepted Track— NONE

#### 7. Special Conditions—

**Sidings—**Trains exceeding 100 tons/OB not permitted on sidings between Grand Rapids and Cass Lake.  
Gunn—Do not exceed 10 MPH on siding

**Taconite Cars—**Freight trains with over 6000 trailing tons and handling empty taconite cars, empty taconite cars must be placed at rear of train

**Between Central Avenue and Duluth—**Trackage from Central Ave. MP 8.8 and Rices Point Yard MP 1.6 is considered Industrial Track, Rule 105 applies and the following speeds apply:

Coal Main between Central Avenue  
MP 8.8 and 28th Street MP 6.1 ..... 20 MPH.  
Between 28th Street MP 6.1 and connecting track MP 3.5  
Head end restriction only ..... 12 MPH.  
Between MP 3.5 and Rices Point Yard MP 1.6 ..... 12 MPH.

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

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

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

#### Midwest Energy –

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

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

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

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

#### Between Central Avenue and Superior East End–

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

Between Central Avenue and Soo Line crossing, on days school is in session, between the hours of 0815 and 0900; 1125 and 1300; and 1525 and 1600 all trains must stop and flag over grade crossing at John Avenue and 60th Street and pedestrian crossing located about 100 feet west of grade crossing.

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

#### Automatic Switches are located at:

MP 15.9

Chub Lake Siding – east switch

**Seyton–** Normal position of east switch to Blandex spur, will be lined for Blandex spur.

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

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

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

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

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

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

**Speed Test Boards–**Engineers must test speed of thier train at following locations.

Eastward trains between MP 87 to MP 86, between Island and Swan River.

Both directions between MP 18 to MP 17 between Chub Lake to MP 15.9.

Both directions MP 141 and MP 142 between Ball Club and Schley

#### 8. Locations not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
05Q01 Duluth	7.8 east of Superior		Both
Rices Point	6.8 east of Superior	Yard	Both
Stateline – stub track	9.1 east of Chub Lake	5	East
05029 Alford	3.8 east of Chub Lake	10	East
Brookston Gravel Pit	0.1 west of Brookston	45	Both
05068 Mirbat	5.4 east of Floodwood	7	East
05086 Wawina	6.7 west of Island	7	East
05113 Seyton	3.2 west of Grand Rapids	40	Both
05116 Minn Power and Light Spur	0.4 west of Cohasset	121	Both
05144 Bena	12.9 west of Ball Club	23	West
05156 Webster Lumber Co	5.3 west of Schley	16	East
05273 International Falls via DWP	172.1 west of Superior	Yard	Both



WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Casco Subdiv MAIN LINE STATIONS			Distance from Brookston	EAST WARD
					Trk	Rule 6	Oper		
		05055		58.0	BROOKSTON	J		0.0	
	7,686	52311		69.2	BADEN		CTC	11.4	
	7,664	52325	236	82.7	FERMOY			25.0	
	7,616	52338		97.4	ONEGA			39.9	
				107.5					
		52401		0.0	KELLY LAKE	BJKTY		50.3	
					EMMERT				
	19,572	52354		3.8	KEEWATIN			54.3	
		52362	237	9.4	NASHWAUK		TWC	59.9	
	5,292	52373		16.0	CALUMET		ABS	66.5	
		52376		21.4	BRAXTON JCT			71.9	
	5,402	52382		25.8	CANISTEO			76.5	
		05106		31.3	GUNN	JT		81.7	

BN Radio channel No.1 in service on this subdivision.

Train Dispatcher Calls—Floodwood—94, Grand Rapids—92, Kelly Lake—98, Brookston—97, DM & IR Dispatcher—Iron Jct—95

- Maximum Speeds Permitted—**

Freight	
Brookston to Kelly Lake	40 MPH.
MP 58.0 to MP 59.1	25 MPH.
MP 59.1 to MP 59.3	12 MPH.
Kelly Lake and Gunn MP 31.3	35 MPH.
Hibbing	12 MPH.
Hibbing Taconite Mine spur	20 MPH.
Loaded Taconite trains 1.2 miles north of Hibbing	
Taconite Jct. switch to Hibbing Taconite Jct. switch	12 MPH.
MP 29.3 to MP 31.3	22 MPH.
Over bridge 16.6 between Calumet and Braxton Jct	10 MPH.
Over Holman Bridge A—49A between DMIR MP 48 and	
MP 49 between Calumet and Braxton Jct	20 MPH.
Kelly Lake	
Eastward passing signals 0.2 and 0.26	10 MPH.
Westward passing signal 107.5	10 MPH.
Loaded ore cars BN 99000—99949	35 MPH.
Loaded ore cars BN 98000 to 98150	35 MPH.
Loaded BN 95000 and BN 96000 series hi-sided tac cars	30 MPH.
Trains or engines leaving siding on clear signal and through	
No. 20 turnouts at following locations	25 MPH.
Baden	
Fermoy	
Onega	

Item 1A, All Subdivisions, applies.
- Bridge and Equipment Weight Restrictions**  
Items 5e and 5f may operate.
- Type of Operation—**

CTC—in effect: MP 58.0 to MP 107.5

TWC—in effect: MP 0.0 to MP 31.3

**Rule 93 Yard Limits—** in effect:

Kelly Lake Casco siding — MP 106.2 to end of siding

Kelly Lake — MP 107.3 to MP 0.2

Kelly Lake to Emmert

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

**Rule 99—** When flagging is required, distance will be 2.5 miles.

**Rule 105—** Trackage between Kelly Lake and Emmert is considered Industrial track Rule 105 will apply. Maximum speed is 20 MPH.

**Rule 350 (B)—** The following switches are not equipped with electric locks:

MP 62.93      MP 95.57  
MP 88.17      MP 106.60

#### 5. Trackside Failed Equipment Detectors (FED)—

**A. Protecting bridges, tunnels or other structures:**

MP 67.0 for Eastward movement over Bridge 59.3 — Dragging Equipment Only

**B. Other FED locations:**

MP 29.7 — Dragging Equipment Only

**Spring Switches—** A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(M).

#### 6. FRA Excepted Track— NONE

#### 7. Special Conditions—

**Taconite Cars—** Freight trains with over 6000 trailing tons and handling empty taconite cars, empty taconite cars must be placed at rear of train

**Spring Switches without Facing Point Lock—**

Kelly Lake, West wye switch, normal position is for West Leg Wye.

Between Calumet and Canisteo between MP 19.8 to MP 24.5 main track will be used jointly by BN and DM&IR and authority for train movements is controlled by BN and BN Rules and Timetable will govern.

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

Trackage between Emmert, Keenan and Virginia will be governed by DMIR current Timetable and Special Instructions.

**At the National Taconite Loading Facility—** A red and yellow light has been installed on both ends. If all of the moveable parts of the loading mechanism are clear so that the train can move through the facility without interference, then signal will display a permission yellow color aspect.

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

Do not exceed 5 MPH between first switch and the first road crossing as entering the plant routing over track scale, and 2 MPH over scale when weighing cars. Caboose must be cut off prior to completion of loading as caboose will not clear loading chutes. Caboose can be recoupled when loading is completed and chutes are clear of train.

An automated water spray system for dust control has been installed and is located approximately 500 feet east of weigh-in-motion scale. A two aspect signal governs movement through sprayer: Red aspect indicating that arm is extended—Do Not Enter, and Yellow—Proceed.

Sprayer will be operated during non-freezing weather and when operating, movement cannot exceed 2 MPH.

**Clay Track—** Building constructed with close clearance at both ends,

Lights installed—

Red—Do Not Enter

Yellow—Proceed with Caution

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

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

**MINE SPURS**

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

**NOTES**

# MINNESOTA DIVISION

## M.H. STEELE-SUPERINTENDENT, NORTHTOWN

T.J. GODSIL .....	Terminal Supt. ....	Northtown
J.L. HAUBRICK .....	Trainmaster .....	Minneapolis
W.J. THOMPSON .....	Trainmaster .....	Staples
D.B. JONES .....	Terminal Trainmaster .....	Northtown
R.E. JACKMAN .....	Terminal Trainmaster .....	Northtown
R.E. DUNCUM .....	Terminal Trainmaster .....	Northtown
J.D. CROWLEY .....	Terminal Trainmaster .....	Northtown
R.L. HAUBRICK .....	Terminal Trainmaster .....	Northtown
G.P. JAEB .....	Terminal Trainmaster .....	Northtown
S.A. HART .....	Terminal Trainmaster .....	Northtown
R.R. ROBY .....	Terminal Trainmaster .....	Northtown

N



Dilworth  
Felton  
Glyndon  
Ulen  
Manitoba Jct

STAPLES

Staples

Camp Ripley  
Little Falls

Collegeville  
Cold Spring  
St Cloud Jct

WAYZATA

Monticello  
MONTICELLO

Coon Creek  
Hugo  
M&D Jct  
Stillwater  
Minneapolis/St Paul  
ST PAUL  
St Croix Tower

Wayzata  
Lyndale Jct  
Minneapolis Jct  
MIDWAY  
7th St

Willmar

ND  
SD  
MN

WI

# MINNESOTA DIVISION

**1. Occupancy Control System (OCS)**

OCS is in effect at locations designated under individual Subdivision Special Instructions, item 3, as follows:

**OCS for Trains and Engines**

In addition to complying with Rule 93 the following will apply:

Permission, in the following form, must be obtained from the train dispatcher before trains or engines occupy the main track:

"Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ track"

or

"Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ track"

When requesting permission, give your engine number, location, and specify track or tracks to be used. When permission is granted, the instructions must be repeated to the train dispatcher.

Trains or engines must advise train dispatcher when they are clear of the limits authorized.

When permission is granted to proceed from one point to another, movement is permitted only in the direction specified.

When permission is granted to work between two specific points, movement may be made in either direction between those points.

Before permission is granted in the same limits with a train or engine working between two locations, a crew member of each train or engine must be notified.

Before permission is granted in the same limits with men or equipment, the MW employee in charge and a crew member of the train or engine must be notified. When so notified all movements must be made at restricted speed.

**OCS for Maintenance of Way**

Permission, in the following form, must be obtained from the train dispatcher before men or equipment occupy or foul the main track:

"Proceed from \_\_\_\_\_ to \_\_\_\_\_ on \_\_\_\_\_ track"

or

"Work between \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ track"

Track may be used within limits specified without flag protection. If track is not safe for movement at restricted speed, employee in charge must protect track by placing red flags per rule 10(a).

When requesting permission, give your name, location, and specify track or tracks to be used. When permission is granted, the instructions must be repeated to the train dispatcher.

When permission is granted to proceed from one point to another, movement is permitted only in the direction specified.

When permission is granted to work between two specific points, movement may be made in either direction between those points.

Before permission is granted in the same limits with a train or engine, the MW employee in charge and a crew member of the train or engine must be notified. When so notified all movements must be made at restricted speed.

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	St Paul Subdiv MAIN LINE STATIONS		Distance from St. Croix	EAST WARD
						Rule 6	Oper		
		00409	3	410.5	2MT	ST CROIX	JX	0.0	
		00420		422.2		NEWPORT	X(2)	11.9	
						DUNN	Y	14.8	
		00424		426.7		OAKLAND	JX(2)Y	16.4	
						ST PAUL YARD	Y	17.2	
		00426		428.3		DAYTONS BLUFF	Y	17.7	
				429.1		HOFFMAN AVENUE	JX(2)Y	18.6	
				429.7		DIVISION STREET	JXY	19.2	
				430.0					
		00429		0.0		SEVENTH ST	JXY	19.8	
		51202	25	1.3	DT	MISSISSIPPI ST	X(2)Y	21.3	
		51204		2.3		SOO LINE JCT	JY	21.9	
		51209		6.7		UNION JCT	XY	26.3	
		51210		7.9		PARK JUNCTION	AJXY	27.5	
		51211		9.8		EAST MINNEAPOLIS	JTY	29.4	
				11.7		UNIVERSITY	JX(2)Y	31.5	
		00439		12.5		35th AVE.	XY	32.3	
		00441		13.9		NORTHTOWN	BKTY	33.7	

BN Radio Channel No. 2 in Service.

Train Dispatcher Calls— St. Croix—49.

1. Maximum Speeds Permitted —	Passenger	Freight
Loaded ore trains		35 MPH.
Loaded ore trains consisting entirely of coal car equipment		45 MPH.
Against the current of traffic on double track		49 MPH.
Loaded coal, ore, potash, grain, and ballast trains against current of traffic		30 MPH.
St. Croix to Northtown trains exceeding 100 tons O/B		35 MPH.
MP 410.2—Through crossovers		
At East St. Croix	12 MPH.	12 MPH.
MP 410.4		
Through crossover at West St. Croix	35 MPH.	35 MPH.
Soo Line Main track connection switch from Main 2 to St. Croix	35 MPH.	35 MPH.
MP 410.2 to MP 410.5	35 MPH.	35 MPH.
MP 410.5 to MP 418.2	45 MPH.	40 MPH.
MP 418.2 to MP 428.8	70 MPH.	50 MPH.
MP 422.2—Newport		
Through east crossover	25 MPH.	25 MPH.
Through west crossover	35 MPH.	35 MPH.
MP 426.7 through		
crossover between two main tracks	25 MPH.	25 MPH.
MP 428.8—429.7	30 MPH.	25 MPH.
Following speed restrictions are in effect on Soo Line tracks, Main 1, St. Croix to Newport and Main 2, Newport to Division Street St. Croix to Division Street	70 MPH.	50 MPH.
Loaded unit coal trains		40 MPH.
Division Street — Oakland	30 MPH.	30 MPH.
MP 429.7 to MP 4.6		30 MPH.

MP 1.3—Mississippi St. through crossovers		30 MPH.
MP 4.6 to MP 11.7		45 MPH.
MP 11.7 to MP 13.9		35 MPH.
All Turnouts located between		
East and West University	12 MPH.	12 MPH.
except the 801,803,807 crossovers	35 MPH.	35 MPH.
All turnouts located between		
East and West 35th Ave	12 MPH.	12 MPH.
except the 705 turnout	35 MPH.	35 MPH.
Bridges 7, 9, 9.1 cars heavier than 263,000 lbs.		10 MPH.
Bridge 0.6 cars heavier than 268,000 lbs.		10 MPH.
Bridges 7, 9 and 9.1 cars heavier than 263,000 lbs.		10 MPH.
Head end speed restrictions for eastward freight trains:	Up to 100 tons/OB	Over 100 tons/OB

Eastward absolute signal		
Begin CTC Mississippi St		25 MPH.
Signal 4.8 between Union and Soo		
Line Jct		35 MPH.
Signal 5.8 between Union and Soo		
Line Jct		40 MPH.
Signal 6.8 between Park Jct. and Union		40 MPH.
Signal 9.2 between Park Jct. and East Mpls		40 MPH.
Passing eastward absolute signal on Main 1 at MP 429.8—		
Division Street		25 MPH.

Head end speed restriction for westward freight trains:		
Signal 4.7 between Soo Line Jct. and Union		40 MPH.
Signal 5.7 between Soo Line Jct. and Union	35 MPH.	30 MPH.
Signal 6.7 between Union and East Mpls		40 MPH.
Westward Home signal Park Jct.		
Interlocking		40 MPH.
Signal 9.1 between Park Jct. and East Mpls		35 MPH.
Signal 10.1 between East Mpls. and University		40 MPH.

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

## 2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted between East Minneapolis Jct. and M&D Jct.

## 3. Type of Operation—

### TWC Instructions—

**At Northtown—**All eastward trains destined east of St. Croix must obtain a track warrant at Northtown from the Galesburg dispatcher and a track warrant at Northtown from the Northtown Hump dispatcher.

Eastward Soo Line trains will obtain BN track warrant at St. Paul Yard.

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

**OCS—**See Minnesota Division Special Instructions, Item 1.

### Rule 93 Yard Limits— in effect:

CTC Mississippi Street to CTC University. All train, engine and MW movements on main tracks will be authorized by Northtown Hump train dispatcher.

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

**East Mpls.—** East Mpls. to Hugo is considered industrial trackage, Rule 105 applies. Maximum speed 10 MPH.

Two main tracks of the Soo Line and BN Railroad between St. Croix and Division St. are joint tracks. The two Main track CTC is controlled by BN East Hump Dispatcher at Northtown and all authority and CTC Instructions are issued by and over the signature of East Hump Dispatcher at Northtown.

On the Soo Line Main between Division Street and Newport and between Newport and St. Croix the following modification to the General Code of Operating Rules applies:

"In the application of Rules 10, 10(A) and 10(C), a yellow-red flag must be used in advance of a red flag."

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

**Rule 99—** Between St. Croix and Northtown, when flagging is required distance will be 1 mile.

##### St. Croix MP 404.40 to Mississippi St.—

Movements authorized by East Hump Dispatcher Northtown.

**Mississippi St. to Northtown—** Movements authorized by West Hump Dispatcher Northtown.

**Rule 350 (B) —** The following switches are not equipped with electric locks:

MP 415.68

MP 421.30

#### 5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

#### 6. FRA Excepted Track— NONE

#### 7. Special Conditions—

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

Eastward trains between MP 403.0 to MP 402.0 on Main One.

**Derailed Car Indicators—**When a derailed car indicator displays a steady white light, train must be stopped immediately and inspected. Protection as required by Rule 102 must be provided against movements on adjacent tracks until determined safe for such movement to proceed. A flashing white light indicates train is safe for movement. When light is not displayed on approach of train or engine, indicator is out of service and train inspection not required.

Bi-directional car defect detector located as follows:

Soo Line MP 394.4 Main 1 ..... Wayside.

The following speed signs are in effect on the Soo Line.

#### SPEED CONTROL SIGNS

##### 10(E). NAME—SPEED SIGN

FIGURE 1

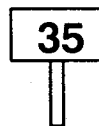


FIGURE 2



FIGURE 3



WHERE ONE SPEED IS SHOWN IT APPLIES TO ALL TRAINS.

FIGURE 1

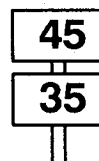


FIGURE 2



FIGURE 3



WHERE TWO SPEEDS ARE SHOWN, THE HIGHER SPEED APPLIES TO PASSENGER TRAINS.

#### SPEED CONTROL SIGN INDICATION

Speed Control sign located to the right or left of main track as viewed by an approaching train indicates in miles per hour the maximum speed permitted on that track. Figures 1 and 4 — maximum speed begins at a point one mile from the sign. Figure 2, 3, and 6 — maximum speed begins at a point 3000 feet from the sign.

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

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

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

Figure 7



SIGN LOCATED ON RIGHT HAND SIDE OF TRACK GOVERNED.

(Note: Figure 7 is used in conjunction with figures 1 and 4.)

#### NAME—RESUME SPEED SIGN.

Indicates where normal speed may be resumed when rear of train has passed resume speed sign.

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

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

Locomotives or cars are not to be left standing closer than one car length from the vehicular crossings in the 35th Avenue area.

Locomotives bells must be rung while operating in the area of these crossings, at 35th Ave. and Interstate.



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

**St. Paul Terminal Area**—Enginemen on trains, transfers and switch engines observe city ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

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

**Soo Line St. Paul Yard—**

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

**Between Interstate and 35th Ave.**—All trains observing cars on south runner track must sound whistle signal Rule 15(L) approaching these cars.

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

**Hazardous Materials**—See Hazardous Material Chart Note 7.

**Power Operated Yard Switches – Northtown Yard**

Power operated yard switches in Northtown Yard numbered: 99 – east end diesel shop

207 through 247 – near Interstate

303 through 307 – near FMC

401 through 453 – East End Receiving Yard

501 through 510 – Hump Underpass Area

601 through 681 – 34th and Bottleneck

817 through 823 – University and East End Transfer Tracks

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

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

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

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

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

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

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

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

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

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

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

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

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

**Automatic interlockings not indicated at station**—(line segment 214).

Soo Line crossings at Bald Eagle 14.6 miles west of east Minneapolis.

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

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

Name	Miles—Location	Capacity Cars	Switch Opens
<b>Main 2</b>			
Curry	5.0 west of St Croix	4	West
Red Rock	13.0 west of St Croix	10	East
<b>Main 1</b>			
Chemolite	13.6 east of Division Street	23	Both
<b>On Westward Track</b>			
51011 M & D Jct.	12.6 east of East Mpis	105	Both
51012 White Bear Lake	13.5 east of East Mpis	103	Both
51017 Hugo	18.8 east of East Mpis	12	East

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Midway Subdiv MAIN LINE STATIONS		Rule 6	Oper	Distance from 7th Street	EAST WARD
		00429	22	0.5	2MT	SEVENTH STREET	JY	CTC		0.0	
				1.4		WESTMINSTER ST	JX(2)Y			0.6	
				3.2		DALE STREET	XY			2.4	
		00433		5.1		MIDWAY	BXY	ABS		4.4	
			216	7.0	DT						
		00435		7.0		ST ANTHONY	IJY			6.3	
		00436		8.4		UNION YARD	BX(2)Y			7.6	
		00437		9.5		MPLS JCT	UTXY			8.9	
				10.2		VAN BUREN ST	IJXY	ABS		9.7	
				11.7	2MT	UNIVERSITY	JX(2)Y	CTC		11.6	
				12.4		EAST 35TH AVE	JY			12.3	

BN Radio Channel No. 2 in service for road crews between Seventh Street and East 35th Ave.

1. Maximum Speed Permitted –	Passenger	Freight
Seventh Street to MP 7.1 .....		30 MPH.
MP 7.1 to MP 9.5 .....		20 MPH.
MP 9.5 to MP 11.7 .....		25 MPH.
All turnouts located between		
East and West University .....	12 MPH.	12 MPH.
except the 801, 803, 807 crossovers .....	35 MPH.	35 MPH.
All turnouts located between		
East and West 35th Avenue .....	12 MPH.	12 MPH.
except the 705 turnout .....	35 MPH.	35 MPH.
Park Jct. and St. Anthony on		
Minnesota Commercial		
connection over		
Kasota Avenue road crossing .....		11 MPH.
Through turnouts at following locations .....		30 MPH.
Seventh Street—end of double track		
Seventh Street dividing switch		
Seventh Street turnouts main		
tracks of St Croix Subdivision		
Minneapolis Jct. Wye tracks .....		10 MPH.
Bridge 0.6 cars heavier than 268,000 lbs. ....		10 MPH.
Item 1A, All Subdivisions, applies between St. Anthony and East 35th Ave.		

## 2. Bridge, Engine and Heavy Car Restrictions—

Items 5e and 5f may operate.

## 3. Type of Operation—

Rule 93 Yard limits— in effect:

CTC Westminster St. to CTC University.

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

## 4. General Code of Operating Rules Items—

Rule 99— When flagging is required, distance will be 1 mile.

OCS—See Minnesota Division Special Instructions Item 1.

Yard limits in effect between CTC Westminster St. and CTC University.

All train and engine movements on main tracks will be authorized by the Hump Tower Train Dispatcher Northtown.

## 5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

## 6. FRA Excepted Track— NONE

## 7. Special Conditions—

**St. Paul Terminal Area—** Enginemen on trains, transfers and switch engines observe City Ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of, any railroad locomotive within the limits of the city of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

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

## Handling 80 Feet or Longer Cars—

(See All Subdivisions, Item 3A.)

## Between Seventh Street and Westminster Street—

Trains of 5800 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 5800 tons, except no restriction applies westbound if helper of twelve (12) axle or less employed.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See item 3, System Special Instructions.)

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

## 8. Locations not Shown as Stations— NONE

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Staples Subdiv MAIN LINE STATIONS			Distance from North-town	EASTWARD
					Trk	Rule 6	Oper		
		00441		13.9	NORTHTOWN	YBKT		0.0	
		00442		15.5	INTERSTATE	X(2)Y	CTC	1.8	
		00448		21.1	COON CREEK	JX(2)		7.4	
		00453		26.8	ANOKA	X	TWC	13.7	
		00465		38.6	ELK RIVER	X	ABS	24.9	
		00475		47.0	BIG LAKE			33.3	
	9,150	00482		57.5	BECKER		CTC	43.8	
		00490		62.7	CLEAR LAKE			49.0	
		00502		73.9	ST. CLOUD	TX(2)		60.3	
	E7,207	00506		78.4	SARTELL	X	TWC	64.7	
		00516		88.7	RICE	X	ABS	74.6	
		00531		103.3	GREGORY			89.3	
	10,725	00533		106.0	LITTLE FALLS	T		91.9	
	11,618	00538		110.8	DARLING			96.3	
	11,813	00544		116.6	RANDALL			102.1	
	11,878	00555		127.8	LINCOLN			113.1	
		00561		134.0	PHILBROOK		CTC	119.3	
				140.2		BJK			
		00567	25	148.0	STAPLES	TX(2)Y		125.6	
		00578		159.0	VERNDALE			136.6	
		00585		165.6	WADENA	X		143.2	
		00598		178.5	NEW YORK MILLS	X		156.0	
		00608		189.3	PERHAM	X		166.8	
		00629		210.1	DETROIT LAKES	AX		187.6	
		00632		213.6	RICHARDS SPUR	X	TWC	191.0	
		00636		217.2	AUDUBON		ABS	194.6	
		00642		222.0	LAKE PARK	X		200.3	
		00650		230.6	MANITOBA JCT	JTX		208.2	
		00653		234.4	HAWLEY	2X		211.9	
		00668		248.8	GLYNDON	JX		226.5	
		00670		250.2	EAST DILWORTH	IXY		227.9	

BN Radio Channel No. 1 in service for road crews.

BN Radio Channel No 2 in service for St. Cloud.

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

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

1. Maximum Speed Permitted —	Passenger	Freight
Northtown to East Dilworth	79 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.
MP 21.0—Coon Creek through both crossovers	35 MPH.	35 MPH.
MP 13.9 to MP 15.5	60 MPH.	45 MPH.
MP 15.5 thru turnout end of double track	35 MPH.	35 MPH.
MP 21.1 to MP 28.2	75 MPH.	
MP 28.2 to MP 37.3	79 MPH.	
MP 37.3 to MP 128.4	75 MPH.	
MP 128.4 to MP 139.7	79 MPH.	
MP 139.7 to MP 236.1	75 MPH.	

MP 236.1 to MP 248.1	79 MPH.	
MP 248.1 to MP 248.8	75 MPH.	
MP 248.8 to MP 250.2	75 MPH.	50 MPH.
MP 38.1 to MP 39.5		50 MPH.
MP 46.9 to MP 47.1	50 MPH.	50 MPH.
MP 57.5 to MP 57.8	50 MPH.	50 MPH.
MP 73.0 to MP 73.5	60 MPH.	
MP 73.5 to MP 78.5	70 MPH.	60 MPH.

Becker—Between main line switch and 1.6 miles beyond main line switch on NSP Spur on approach track to car dumper building . . . . . 25 MPH.

From 1.6 miles beyond main line switch to leaving switch of loop track . . . . . 12 MPH.

Through No. 20 Turnouts at following locations . . . . . 35 MPH.

Becker—Main track switches to NSP Spur

MP 66

Gregory—End of Double Track

Philbrook—Two Main Track CTC

No. 20 turnout at MP 250.2 . . . . . 35 MPH.

Bridge 9.2 St. Cloud, cars heavier than

268,000 lbs . . . . . 10 MPH.

MP 105.3 to MP 106.3 . . . . . 30 MPH.

MP 106.3 to MP 107.0 . . . . . 50 MPH.

Little Falls siding—loaded Unit trains . . . . . 10 MPH.

On controlled sidings at Little Falls,

Darling, Randall and Lincoln . . . . . 25 MPH.

MP 148.1 to MP 139.7 Eastbound . . . . . 25 MPH.

MP 139.7 to MP 148.1 Westbound . . . . . 25 MPH.

MP 187.4 to MP 187.2 Eastbound . . . . . 55 MPH.

MP 201.1 to MP 199.5 Eastbound . . . . . 55 MPH.

MP 208.4 to MP 208.0 Eastbound . . . . . 55 MPH.

MP 224.4 to MP 221.6 Eastbound . . . . . 50 MPH.

MP 229.7 to MP 228.1 Eastbound . . . . . 60 MPH.

MP 234.5 to MP 234.0 Eastbound . . . . . 60 MPH.

MP 187.2 to MP 187.4 Westbound . . . . . 60 MPH.

MP 199.5 to MP 201.1 Westbound . . . . . 60 MPH.

MP 208.0 to MP 208.4 Westbound . . . . . 60 MPH.

MP 221.6 to MP 224.4 Westbound . . . . . 60 MPH.

Detroit Lakes over Lake Street and

Washington Avenue crossings . . . . . 50 MPH.

Detroit Lakes over Soo Line crossing

at MP 210.9 . . . . . 40 MPH.

Detroit Lakes—trains over 100 ton/OB

over Soo Line crossing at MP 210.9 . . . . . 30 MPH.

Detroit Lakes on Soo Line transfer . . . . . 5 MPH.

Richards Spur Industry Track MP 213.1 . . . . . 5 MPH.

Head end speed restrictions for eastward freight trains: Up to 100 tons/OB Over 100 tons/OB

Eastward absolute signal

Eastward approach signal 23.0 at

Coon Creek . . . . . 55 MPH.

Eastward approach signal 41.2 at

Elk River . . . . . 55 MPH.

Signal 104.8 between Little Falls and

Gregory . . . . . 55 MPH.

Signal 106.0 East end Little Falls . . . . . 40 MPH.

Signal 120.4 between Lincoln and

Randall . . . . . 55 MPH.

Eastward Signal at MP 140.2 on

Main 2 at Staples . . . . . 15 MPH.

Head end speed restriction for westward freight trains:

Signal 104.7 between Gregory and

Little Falls . . . . . 40 MPH.

Signal 125.1 between Randall and

Lincoln . . . . . 50 MPH.

Signal 132.5 between Lincoln and

Philbrook ..... 55 MPH.  
Signal 248.9 to 250.2 between Glyndon  
and East Dilworth ..... 50 MPH. 40 MPH.

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

Item 1A, All Subdivisions, applies between Little Falls and Philbrook on CTC sidings at Little Falls, Darling, Randall and Lincoln.

## 2. Bridge and Equipment Weight Restrictions—

Item 5d not permitted St. Cloud to Collegeville, Manitoba Jct to Ulen, Glyndon to Felton.

Little Falls to Camp Ripley— Maximum gross weight of car permitted 263,000 lbs.

Items 5e and 5f may operate between Northtown and East Dilworth.

### Six axle locomotives not permitted on following tracks:

**Anoka**—all Spur Tracks

**Big Lake**—all Spur Tracks

**Clear Lake**—all Spur Tracks

**Rice**—all Spur Tracks

**St. Cloud**—six axle locomotives in excess of 330,000 pounds may operate on the following tracks:

Transfers 1 and 2

West Pass East and West legs of main line wye  
Mainline and tracks 1, 2, 3, 4, 6, 13, 14, 15 and 16  
North and South service tracks.

**Royalton**—all Spur Tracks

**Little Falls**—All spur tracks

**Staples**—Wash Track

**Verndale**—South Spur & House Track

**Wadena**—North Track, House Track, Oil Spur & Cenex Spur

**New York Mills**—South Elevator Track

**Perham**—Perco Track, Tesch Spur & West Industry Lead (old westward siding)

**Detroit Lakes**—2, 3 and 4 Tracks

**Lake Park**—Runaround Track & Elevator Tracks

**Manitoba Jct**—Jct. Wye Tracks

**Hawley**—Elevator Track & House Track

**Glyndon**—Elevator Track, Nachurs Spur & Fertilizer Spur

**Belle Prairie**—Storage Track

**Camp Ripley**—Storage Track including the wye

Six axle locomotives in excess of 330,000 lbs not permitted between Little Falls and Camp Ripley Jct.

## 3. Type of Operation—

**CTC**—in effect: MP 13.9 to MP 21.1, MP 47.0 to MP 73.9 and MP 103.3 to MP 140.2

**TWC**—in effect: MP 21.1 to MP 47.0, MP 73.9 to MP 103.3 and MP 140.2 to MP 250.2

### At Coon Creek

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

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

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

### Rule 93 Yard Limits— in effect:

Staples end CTC to MP 151

East Dilworth MP 250.1

## 4. General Code of Operating Rules Items—

**Rule 99**— Between Northtown and East Dilworth, when flagging is required distance will be 2.5 miles.

**Rule 350 (B)**— The following switches are not equipped with electric locks:

MP 20.3 MTI	MP 58.3 Main 2
MP 20.7 MTI	MP 62.7
MP 46.9 Westbound	MP 62.8 Main 1
MP 47.3	

## 5. Trackside Failed Equipment Detectors (FED)—

**A. Protecting bridges, tunnels or other structures: NONE**

**B. Other FED locations:**

MP 34.7	Eastward and Westward Tracks.
MP 60.4	Main 1 and Main 2
MP 90.7	Eastward and Westward Tracks.
MP 108.5	Main Track.
MP 122.8	Main Track.
MP 151.6	Eastward and Westward Tracks.
MP 174.1	Eastward and Westward Tracks.
MP 203.1	Eastward and Westward Tracks.
MP 225.0	Eastward and Westward Tracks.

## 6. FRA Excepted Track— NONE

## 7. Special Conditions—

**Dimensional Shipment**— Conductors handling dimensional or special shipments in trains departing Northtown will advise 43rd Ave. operator of such cars and their placement in train. Operator 43rd Ave. will in turn notify train dispatcher. Notification of 43rd Ave. operator by conductor will serve to fulfill requirements of Rule 625 that refers to notification of train dispatcher.

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

Westward trains between MP 28.0 to MP 29.0

Eastward trains between MP 122.0 to MP 121.0

Eastward trains between MP 219.0 to MP 218.0

**Sidings**— Trains over 100 Tons/OB will not use sidings except may use sidings in CTC territory.

**St. Cloud** — St. Cloud to Cold Spring and St. Cloud to Collegeville is industrial trackage, Rule 105 applies. Maximum speed 25 MPH.

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

Trains being met or passed at Little Falls will stay clear of Broadway crossing, stopping if necessary until all vehicular traffic held by preceding train has been allowed to clear the crossing.

Track No. 2 will be used for run around track.

Little Falls to Camp Ripley Jct. is industrial trackage. Rule 105 applies. Maximum speed 10 MPH.

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

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

**Richards Spur and Lake Park**— Trains or engines crossing over from eastward track to westward track must wait ten (10) minutes instead of five (5) minutes as provided by Rule 317.

**Manitoba Jct**—Trains entering the main track at Manitoba Jct. must obtain verbal permission from the train dispatcher before occupying the main track.

Manitoba Jct to Ulen is industrial trackage, Rule 105 applies. Maximum speed 25 MPH.

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

Trains entering the Staples Subdivision, after obtaining verbal authority will line the switches for eastward movement with the current of traffic as follows—

1st—Line the west crossover switch to establish block signal protection.

2nd—Line the east switch of crossover.

3rd—Five minutes after first crossover switch was lined, line the switch to the Staples Subdivision and proceed.

Glyndon to Felton is industrial trackage. Rule 105 applies. Maximum speed is 25 MPH.

**Between Glyndon and East Dilworth**—Prior to arrival at MP 250.2 between Glyndon and Dilworth all trains will switch radio over to Channel 2 for movement instructions from Dilworth Yardmaster and Dilworth Control.

Eastward trains leaving Dilworth will return to Channel 1 east of MP 250.2.

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

Yard Channel ..... 36  
Road #1 Channel ... 66  
Road #2 Channel ... 70

All switch engines and MOW movements within Dilworth terminal are under direction of the Dilworth Yardmaster will be made on the Yard Channel.

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

Width of the coal dumper at NSP power plant, Becker, is 11 feet 6 inches. Locomotive units with bay windows or other accessories that combine to make the unit wider than 11 feet 6 inches, must not go through the dumper building.

**Track Side Warning Detectors Protecting Bridges, Tunnels or other Structures**—None.

**Other Track Side Warning Detectors located at**

**Rollby Inspections**—Are required by train crews at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH, except at Staples where rollby will be made at track speed.

**At Staples**—Upon arrival at Staples conductor on caboosless trains not yarding at Staples will arrange to give outbound train a roll-by inspection and advise outbound crew the condition of the train and rear end device via radio. Caboosless trains yarding at Staples to do switching, or trains otherwise delayed in yard, outbound crew will arrange for their own roll-by inspection.

## 8. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
<b>On Westward Track</b>			
NSP Co. Spur	6.5 west of Northtown	10	West
Kinas Spur	7.1 west of Northtown	14	West
Minnesota Sawdust Spur	3.8 west of Anoka	5	East
Remmele Engineering	0.8 East of Big Lake	10	West
52503 Crestliner, Inc	1.9 west of Little Falls	8	
52504 Hennepin Paper Spur	3.3 west of Little Falls	25	East
52506 Belle Prairie	5.6 west of Little Falls	5	East
52509 Camp Ripley	7.8 west of Little Falls	105	Both
00523 Royalton	7.0 west of Rice	55	West
00636 Audubon	4.1 west of Richards Spur	50	West
00641 LaBelle	1.2 east of Lake Park	5	East
55005 Hitterdai	5.0 west of Manitoba Jct	23	Both
55012 Ulen	11.9 west of Manitoba Jct	47	Both
09229 Averill	6.9 west of Glyndon	30	Both
09237 Felton	7.8 west of Averill	31	Both
Offutt & Son Potato Spur	0.4 west of Glyndon	19	West
<b>On Eastward Track</b>			
00632 Richards Spur	3.5 west of Detroit Lakes	100	West
NSP Spur	5.5 east of Clear Lake	Yard	East
00485 Edling Spur	4.3 east of Clear Lake		
00464 REA Spur	0.8 east of Elk River	30	East
00459 Pyrofax Gas Corp Spur	5.8 east of Elk River	3	East
00456 L H Bolduc Co Inc	8.8 east of Elk River	15	East
00502 St Cloud	1.4 west of St Cloud	Yard	Both
09070 St Joseph	8.3 west of St Cloud	50	Both
09072 Collegeville	11.0 west of St Cloud	8	West
07385 Liberty Spur	4.5 west of St Cloud	82	East
07383 Cold Spring Granite Spur	7.1 west of St Cloud	10	East
07374 Cold Spring Granite Spur	10.4 west of St Cloud	23	Both
Cold Spring Granite Spur	15.1 west of St Cloud	6	West
Cold Spring Granite Spur	15.1 west of St Cloud	12	West
Cold Spring Granite Spur	15.2 west of St Cloud	42	West
Cold Spring Elevator Track	15.4 west of St Cloud	23	West
Cold Spring Siding	15.6 west of St Cloud	31	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Wayzata Subdiv		Distance from Mpls. Jct.
				MAIN LINE	STATIONS	
				Trk	Rule 6 Oper	
	00437		9.5	MPLS JCT	IJTY	0.0
		217	9.7	HARRISON ST	JTY	0.5
			10.8	To Van Buren St	1.6	
	03002		10.8	1ST ST NORTH	Y	2.1
	03004		12.4	LYNDALE JCT	JY	3.1
			13.0	CEDAR LAKE JCT	JY	3.7
10,722	03014		24.3	WAYZATA	Y	14.8
	03022		31.6	MAPLE PLAIN		22.3
10,291	03029		38.6	DELANO		29.3
15,614	03043		53.0	HOWARD LAKE		43.7
7,277	03050		59.4	COKATO		50.0
8,547	03056	22	65.2	DASSEL		55.8
	03061		70.3	DARWIN		60.9
8,713	03067		76.4	LITCHFIELD		67.1
	03074		84.1	GROVE CITY		74.8
10,452	03080		89.2	ATWATER	CTC	79.9
	03087		96.6	KANDIYOH		87.3
	03092		102.3	WILLMAR BJKTX(2)		93.1

BN Radio Channel No. 2 In service for road crews between Mpls. Jct. and Wayzata.

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

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

Train Dispatcher Calls—Delano—50, Grove City—46, Dassel—51, Willmar—52.

#### 1. Maximum Speed Permitted—

	Freight
Mpls. Jct. to Wayzata	40 MPH.
MP 9.7 to MP 13.4	25 MPH.
MP 23.6 to MP 24.9	30 MPH.
1st St. North and Mpls. Jct handling cars 315,000 lbs. or heavier	10 MPH.
Bridge A1.3 Minneapolis, cars over 268,000 lbs	10 MPH.
Wayzata and Willmar	40 MPH.

Maximum Speed Permitted—	Up to 100 tons/OB	Over 100 tons/OB
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Item 1A, All Subdivisions, applies between Mpls. Jct. and Willmar Through No. 20 turnouts at following locations: 35 MPH. 35 MPH.  
End of two main tracks at MP 98.0 to MP 105.0  
Crossover at MP 100.8

Sidings at:		
Wayzata	25 MPH.	25 MPH.
Delano	25 MPH.	25 MPH.
Howard Lake	25 MPH.	10 MPH.
Cokato	10 MPH.	not permitted
Dassel	10 MPH.	not permitted
Litchfield	25 MPH.	10 MPH.
West turnout MP 76.1	12 MPH.	10 MPH.
Atwater	10 MPH.	10 MPH.

Willmar scale lead	10 MPH.	10 MPH.
Willmar East Rip Track Switch	10 MPH.	10 MPH.
Crossover at Sioux Line Jct. between North and South leads & No. 1 and No. 2 Main Track	10 MPH.	10 MPH.
Willmar—north roundhouse lead between rip track switch and 400 feet east of switch	3 MPH.	3 MPH.

#### 2. Bridge and Equipment Weight Restrictions—

Items 5e and 5f may operate.

Six axle locomotives not permitted on following tracks:

**Howard Lake**—Littfin Lumber Spur

**Cokato**—Switching on Green Giant spur restricted to one unit.

#### 3. Type of Operation—

**Rule 93 Yard limits**—in effect:

Mpls. Jct MP 9.5 to MP 24.3

**Dakota Rail Wayzata to Hutchinson—**

There are no Bridge and Equipment Weight restrictions on Dakota Rail's tracks. General Code of Operating Rule 93 yard limits are in effect Wayzata to Hutchinson. BN Trains are authorized to operate as per Rule 93 Wayzata west as far as necessary to accomplish set out and/or pick up of interchanged cars at Wayzata.

OCS—See Minnesota Division Special Instructions, Item 1.

Yard limits in effect between CTC Wayzata and Mpls. Jct. including Harrison St. to Van Buren St. All train, engine and MW movements on main tracks will be authorized by the Hump Tower Train Dispatcher Northtown.

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

**Between Harrison Street MP 9.2 and the block signal at MP 11.3**, the first paragraph of rule 305, Delayed Within a Block, of the General Code of Operating Rules is changed to read as follows:

"A train having entered a block On a Proceed indication, other than one requiring movement at Restricted Speed, and is stopped or speed is reduced below 8 MPH, must proceed at Restricted Speed until it can be seen that the next signal indicates Proceed and track is clear to that signal."

**Rule 99—** When flagging is required, distances will be 1.5 miles.

**Rule 350 (B) —** The following switches are not equipped with electric locks:

MP 31.4  
MP 70.2  
MP 88.5

#### 5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

MP 51.2 Main Track  
MP 82.3 Main Track

#### 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 18.7 to MP 19.7 five miles east of Wayzata.

Eastward trains between MP 89.0 to MP 88.0 at Atwater.

**CTC—** Signal 44.5 is a left hand signal.

MP 76.1—West leave siding switch is a left hand signal.

Two main tracks between MP 98.0 to MP 105.0.

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

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

Name	Miles-Location	Capacity Cars	Switch Opens
03018 Long Lake	3.1 west of Wayzata	16	West
03036 Montrose	6.7 west of Delano	5	East

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Monticello Subdiv BRANCH LINE STATIONS		Distance from Lyndale Jct.
						Rule 6	Oper	
		03004	202	0.0		LYNDALE JCT	JY	0.0
		09001		1.7		1.6 M W JCT	JY	1.6
		09005		5.1		3.4 ROBBINSDALE		5.0
4,730	09011	11.6				6.5 OSSEO		11.5
	09020	20.6				9.0 ROGERS	TWC	20.5
	09027	26.9				6.2 ALBERTVILLE		26.7
	09035	35.5				8.5 MONTICELLO		35.2

Lyndale Jct. to Albertville .....	25 MPH.
Between absolute signals of Interlocking located 0.9 miles west of Lyndale Jct .....	12 MPH.
Between absolute signals of interlocking located 1.3 miles west of Robbinsdale .....	20 MPH.
On Georgia Pacific Spur between MP 10.0 to MP 11.0 between Robbinsdale & Osseo .....	5 MPH.
Albertville and Monticello .....	10 MPH.
Cars over 263,000 lbs:	
Bridge 14.3 Osseo .....	10 MPH.
Bridge 23.3 Rogers .....	10 MPH.
Item No. 1A—All subdivisions applies.	

### 8. Locations not Shown as Stations—

	Name	Miles—Location	Capacity Cars	Switch Opens
09009	Bell Cold Storage	2.5 east of Osseo	11	East
09010	Osseo Concrete Co Spur	1.5 east of Osseo	10	West
09011	Knox Lumber	2.6 east of Osseo	5	East
09011	Navarre	2.7 east of Osseo	5	West
09013	North Star Concrete Co Spur	0.9 west of Osseo	14	West
09018	Hennepin Coop Feed Exchange Spur	2.0 east of Rogers	6	East
09020	Ultra Pack	0.8 west of Rogers	2	East
09021	K&K Mfg Co Spur	0.1 west of Rogers	7	West
09022	Rogers Hdwe & Lbr Co	0.3 west of Rogers	7	East
09038	Northern States Power Co Spur	3.0 west of Monticello	20	East

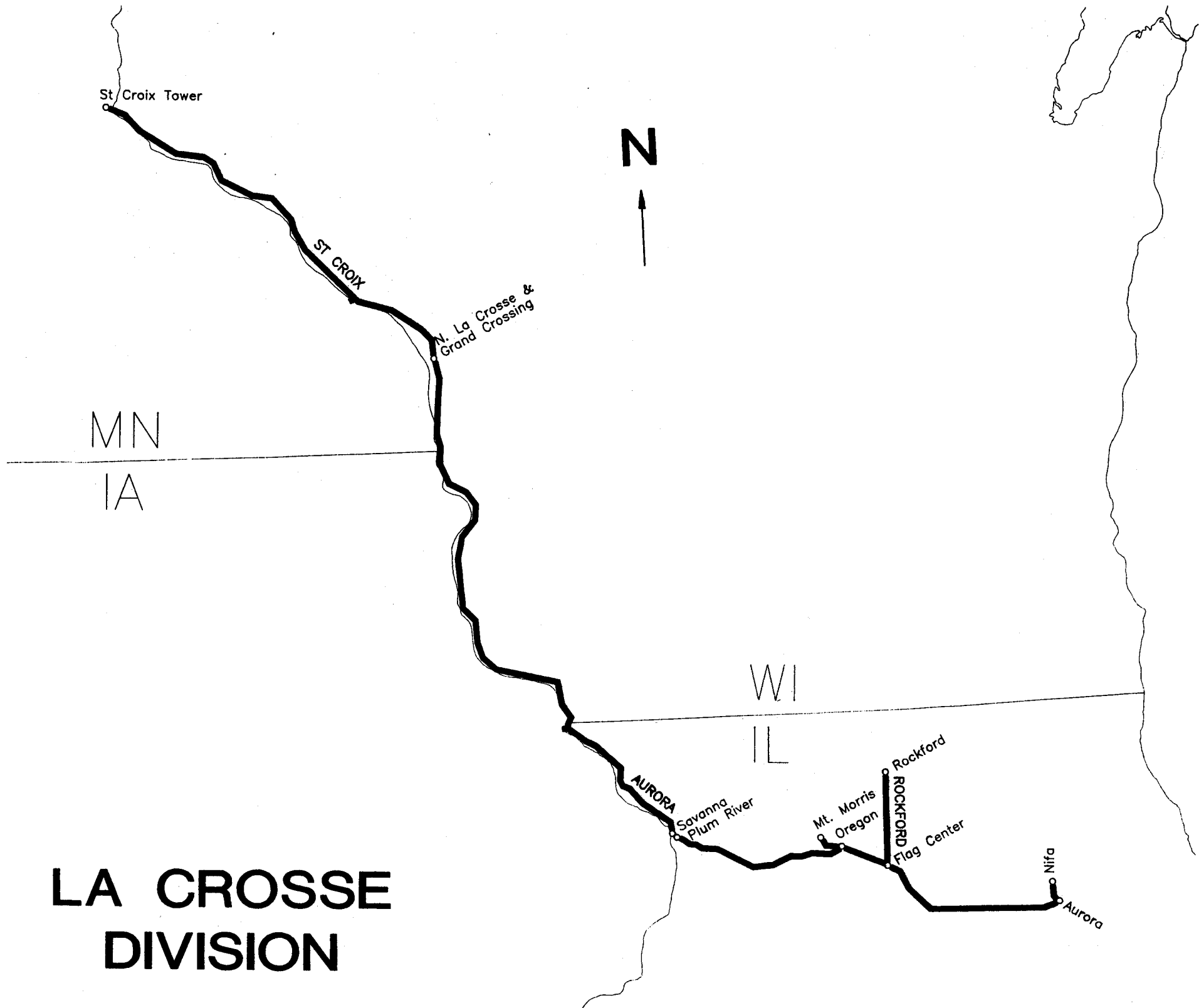
# LaCROSSE DIVISION

J.W. ELLSTROM, DIVISION SUPERINTENDENT, LaCROSSE

D.H. BANNAN .....	Trainmaster .....	LaCrosse
D.L. SNAP .....	Trainmaster .....	LaCrosse
E.S. SCHOENFELD ....	Trainmaster .....	Aurora,IL



# LA CROSSE DIVISION



**1. BUSINESS CARS:**

When handling business cars in trains, occupied or in charge of crew, the power braking method of train handling will be used.

**2. COMPUTERIZED TRACK WARRANT CONTROL (CTWC)**

Track warrants received on COMPASS printers will contain only the items checked. Track Warrants received in this manner will have a listing of the items checked at the bottom of the track warrant for comparison.

**3. DELAY REPORTING:**

Conductors are responsible for accounting for all delays incurred during their tour of duty. All delays must be accounted for by the minute however small they might be.

**4. WHEN SETTING OUT BAD ORDER CARS:**

Crew must place car where mechanical forces can drive to and advise dispatcher of car number and defect being as precise as possible. UPON ARRIVAL TIE UP LOCATION: When conductor arrives at tie-up location, he must call 345-6297 and give information to the trainyard foreman or leave message on recorder concerning exact defects, car number and location set out.

**5. CONDUCTOR'S WHEEL REPORTS**

Will include instructions pertaining to handling of hazardous material for cars in train. No separate bills or special handling instructions will be required.

**6. WAYBILLS:**

With the exception of hazardous material shipments, waybills will no longer be necessary for train movement.

Hazardous material shipments and last contained hazardous moves will still have to be accompanied by a CBS waybill, connecting line waybill or copy of the bill of lading/shipping paper.

Hiwide shipments can be moved with a copy of the hiwide dimensions and instructions.

**7. FOREIGN LOCOMOTIVE OFFERED IN INTERCHANGE**

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

- (1) There are proper waybills in BN's possession and
- (2) That the continued movement over BN property is valid and in compliance of all federal regulations (cfr 49 229.9) governing locomotives being moved dead, before continued movement is allowed.

**8. La CROSSE DIVISION POLICY FOR THE OPERATION OF CONDUCTOR ONLY TRAINS:**

- A. All through trains operating on the La Crosse Division will be equipped with an operative rear of train device or an operative caboose.
- B. Prior to departing crew change locations crew members must determine brake pipe pressure on rear car or determine that brake system has sufficient charge before proceeding.

This may be accomplished by:

1. Indicated brake pipe pressure from an end of train device.
2. Indicated brake pipe pressure on air gauge in caboose.
3. Indicated brake pipe pressure on starlight or similar rear end marker equipped with an air gauge.
4. Ascertaining brake pipe pressure from inbound crew members.
5. Indicated brake pipe pressure using hand held air gauge.
6. Allowing for minimum charge time as prescribed by air brake and train handling Rule 513-D.
7. If unable to determine brake pipe pressure on the rear car by any of the methods above and brake system has been charged as prescribed by air brake and train handling Rule 513-D or 20 PSI brake pipe reduction may be made and application and release of brakes on the rear car observed.

- C. Engineer must monitor condition of brake pipe enroute by following ABTH Rules 623, 623-B, 623-B.1, 623-B.2, 623-B.3 and 623-B.4 and if the rate of flow indicated by the air flow meter indicates greater than 60 CFM with the train brakes released and sufficient time allowed for recharge of brake system following a brake pipe reduction, train must be stopped and inspected for leakage. Train must not be moved until rate of flow is reduced to less than 60 CFM.

**9. END OF TRAIN TELEMETRY DEVICES**

Burlington Northern's ownership of end of train telemetry devices represents an investment of over three million dollars. Failure to optimize the use of these devices will result in train delays, loss of revenues and possibly loss of business. Accurate reporting and tracking of all devices must be a high priority with all persons involved in the use and reporting of devices. To this end, all yard, clerical, mechanical and TY&E employees are equally responsible for proper reporting of telemetry devices.

Conductors will be responsible to record on DELAY REPORT the numbers of the head end and rear end telemetry devices on their trains.

The working head end device number should be reported in the empty box under "Engine No." and the working rear end device initial and number should be reported in the empty box under "Train No." on the top portion of the DELAY REPORT. All other permanent and/or removable head end and rear end devices that are in the locomotive consist or caboose should be reported on the bottom portion of the DELAY REPORT by initial and number.

Initial and final terminals will be requesting this information via radio for reporting purposes in COMPASS.

Conductors must file F-27 report when devices are found to be damaged during trip or tour of duty.

Employees finding devices should turn them into local Mechanical Department who will take them into account and do necessary reporting.

**10. DAILY LOCOMOTIVE INSPECTION POLICY**

1. Engineers will be supplied with the new daily inspection form (form 16450), which are available in pamphlet form. Engineers will be responsible for maintaining possession of the 16450 forms.
  - A. It will be the responsibility of the engineer to inspect the locomotive(s) and complete form 16450 and form 15042 for each locomotive in the consist. If the daily inspection record in the cab, form 15042, indicates that the inspection for the current calendar day has not been performed, THE ENGINEER WILL BE RESPONSIBLE FOR MAKING THE DAILY INSPECTION, EVEN IF HE WILL BE GOING INTO A MECHANICAL FACILITY BEFORE THE END OF THE CURRENT CALENDAR DAY, unless otherwise instructed by a company officer.
  - B. The daily inspection is to be done during the first tour of duty following 0001 hours without further train delay. The engineer is responsible for performing the inspection before ending tour of duty on such calendar day.
  - C. If a defect is found, the engineer will comply with rule 123(d) and/or rule 125 of the air brake and train handling rules. Any defects written on this form must be signed off by the operating or mechanical employee making the repairs before:
    1. The locomotive is used and
    2. The form is sent to the assignment point.
 If the locomotive is to be moved under rule 125, movement of non-complying locomotives, form 16450 showing the defects is to remain on the locomotive in the holder with the cab card, form 15402.
    3. C.2. Continued . . .

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

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

Form 16450 is available for all engineers at all on/off duty points.

#### 11. LOCOMOTIVE SHUT DOWN POLICY

Locomotives tied up at outlying points which will not be in service for a period of one hour or more must have the diesel engine shut down and the locomotive properly secured.

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

Prior to restarting diesel engine, the engine and compressor must be checked for proper lubricating and fluid levels. If water is coming from the air box drain on EMD locomotives or diesel engine crankcase oil level is high or a milky/gray brown color, do not attempt to restart until an inspection is made by mechanical personnel.

In the event that locomotive fails to restart, the train dispatcher must be notified.

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

#### 12. STROBE LIGHTS INSTALLED ON LOCOMOTIVES:

Strobe lights that provide greater visibility at grade crossings are being installed on the front walkway platform on locomotives. The strobe lights operate automatically when the engine whistle is sounded or when the red mushroom push button, located near the bell ringer on the control stand, is manually depressed. They will continue to operate for approximately 30 seconds after the whistle has been sounded or the red mushroom push button is depressed. Where use of the engine whistle is prohibited, the red mushroom push button can be used to actuate the strobe lights. A speed module has been applied to these locomotives to prevent the strobe lights from operating when the whistle is sounded at speeds below eight miles per hour. This is to avoid blinding crew members boarding the locomotive and switch crews and carmen in yards. The strobe lights may be operated at speeds below eight miles per hour by use of the red mushroom button.

#### 13. FUEL TENDER CARS:

Must not be placed at rear of a locomotive consist that will power trains over 100 tons/OB in order to avoid high lateral over vertical forces.

#### 14. COLD WEATHER PRECAUTIONS:

Colder temperatures adversely affect locomotive, car and train air brake systems in two ways:

1. Cold temperatures will cause any material to contract. This results in more leakage in the brake pipe, brake cylinders, control valves, and the auxiliary and emergency reservoirs.
2. The molecules of air are continuously moving. When placed in a reservoir, these moving particles are continually hitting the sides of the container creating pressure. Warm temperatures cause the molecules to move very fast, hitting the sides of the container and frequently resulting in a higher pressure in the reservoirs. As temperatures decrease, the air molecules begin slowing down, hitting the sides of the container less frequently, resulting in a lower pressure.

All employees must review the following air brake and train handling rules which specifically prevent dangerous situations, resulting from the improper use of the air brakes, and aggravated by colder temperatures:

- Rule 101 Brake pipe pressures.
- Rule 224 Inbound inspections.
- Rule 303 Brake applications.
- Rule 304 Brake releases.
- Rule 405 Changing ends.
- Rule 503 Safe pressure.
- Rule 510 Detaching locomotive or cars.
- Rule 513 Charging.
- Rule 534 Speed control.
- Rule 536 Grade operations.
- Rule 537 Regulating valve.
- Rule 612 Hand brakes.

Any employee experiencing air brake problems must immediately notify the train dispatcher, who will notify the superintendent or manager operating practices and be governed by his instructions.

Any employees in need of further understanding of the above rules, or any rule, must contact a supervisor for explanation.

#### 15. NEAR MISS OR FAILURE TO STOP AT RAILROAD-HIGHWAY GRADE CROSSING;

Form 15019: The purpose of this form is to enable employees to make prompt report of any vehicle transporting passengers, flammables or explosives, which fails to stop before crossing railroad tracks, and other commercial vehicles which create hazard of grade crossing collisions.

Upon receipt of these reports, police and special services department will handle with the companies operating the vehicles involved of the failure of their trucks or buses to stop before proceeding over railroad tracks, or otherwise creating a hazard of highway crossing collision. Calling to the attention of owners of vehicles that law violations at railroad crossings have involved one of their vehicles will enable the owner to take prompt action with the offending driver.

This form calls for detailed information, all of which should be furnished if possible. However, in some instances, you may not be able to get all of the data called for at the time the observation is made. In this case, you should put down as much information as you can to identify the vehicle and the location of the occurrence.

Forms should be mailed to your local police and special services department representative. Cooperation in completing and submitting reports on these incidents is important in the reduction of grade crossing accidents.

#### 16. PERSONAL PROTECTIVE EQUIPMENT:

Burlington Northern Railroad is committed to providing the necessary training, equipment and resources so that employees can perform their jobs safely. The recent implementation of several programs in the personal protective equipment (PPE) area indicate this commitment. All employees must fully comply with the personal protective equipment requirements as defined in the safety policies and at other locations as good judgment dictates.

Supervisors have been instructed that effective immediately, the use of PPE such as safety glasses, safety shoes, hard hats, respirators and hearing protection are to be strictly enforced. Consideration will be given to those employees who have not yet received safety glasses or respirator training, where such protection will be required for their jobs.

Employees who show up for duty without proper PPE will not be allowed to work.

Personal safety is an absolute requirement in all activities. Proper personal protective equipment and clothing must be worn by employees to ensure maximum protection.

Employees in the Mechanical Department, Maintenance and Engineering Department, Work Equipment, Train Service employees, and any other employee instructed by supervisor, including supervisors, must have and use the appropriate personal protective equipment when performing hazardous work, and when in the vicinity where hazardous work is being performed.

Hard hats must be worn in designated hard hat areas, when working where objects may fall or fly, when working with cranes and lift trucks, at derailments, and when instructed by supervisors.

Safety glasses, goggles, or face shields must be worn in designated hard hat areas, when making moving train inspections, and when performing any kind of work which may result in injury to the eye.

Employees must care for equipment assigned to them and immediately replace any equipment that no longer provides adequate protection, or is lost or stolen.

The Personal Protective Equipment Catalog, form 15397, lists all approved personal protective equipment which meets company and government standards.

If there is any question as to what type of Personal Protective Equipment is required or when it is required, contact your immediate supervisor, or the Safety and Rules Department.

#### 17. POLICY ON SMOKING IN THE WORK PLACE:

In recognition of the nuisance presented by tobacco smoke and the potentially adverse health effects of secondary smoke; and in further recognition of the passage of clean indoor air laws by several states on the BN system and of the fact that other states on the BN system are considering such laws; BNRR hereby adopts this corporate policy regarding smoking in the work place.

Smoking is prohibited in all common and shared company premises, including multi-employee work stations, which includes locomotives, cabooses and company vehicles.

Smoking will be permitted in designated smoking areas, and in spaces, offices and work stations to which an individual employee is assigned.

This policy is subject to modification to the extent necessary:

- (A) To comply with federal, state and local non-smoking regulations, which may be applicable to company premises; and
- (B) To accommodate a localized situation where the nuisance and potential health effect of secondary tobacco smoke may warrant a deviation from the corporate policy.

#### 18. AIR REPEATER CARS:

System Special Instructions, Item 4, contains information covering air repeater operation.

The following information concerns air car air tests:

Anytime a brake pipe leakage test is required:

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

Air car operation:

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

Air repeater car waiver from the FRA

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

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

This waiver translated into the following:

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

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

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

Brake pipe pressure into air car (same as pressure read on head end device during brake pipe device)	Minimum brake pipe pressure on last car in train. (Also read on head end leakage test)
---	---

90	103
89	101
88	100
87	99
86	98
85	97
84	95
83	94
82	93
81	92
80	91
79	89
78	88
77	87
76	86
75	85

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

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

No reports or test forms are required in the operation of air repeater car trains.

Air flow method of qualifying trains may not be used.

Pocket-size copies of the chart showing the minimum brake pipe pressure for the last car will be supplied to Trainmasters by Managers of Operating Practices.

#### RADIO INFORMATION—La CROSSE DIVISION

Base Stations	Channel	Hours in Operation
Rochelle	66	Continuous Mon. thru Fri. 0700–1559 Saturday Unmanned
Savanna	66	Unmanned
East Cabin	66	Continuous
Prairie du Chien	66	Unmanned
North LaCrosse	66	Continuous
	70 for yard forces	
Winona Jct.	66	Unmanned
Creston	70	Continuous
Savanna	66	Unmanned

#### TRAIN DISPATCHERS PHONE NUMBERS

Company	Position	Commercial
345-6400	Chief Dispatcher	309-345-6400
345-6401	Asst Chief Dispatcher (Ottumwa, Brookfield, Hannibal, Beadstown, DesMoines, Peoria, Lewistown Subs)	309-345-6401
345-6402	Asst Chief Dispatcher (Chicago, Aurora, St. Croix, Mendota, Barstow, LaSalle, Fox River, Rockford Subs)	309-345-6402
345-6404	Asst Chief Admin.	309-345-6404
345-6405	East End Dispatcher (Chicago Sub)	309-345-6405
345-6406	Lacrosse Dispatcher (Aurora Sub Galena to Lacrosse St. Croix Sub Lacrosse to St Croix)	309-345-6406
345-6407	Mainline Dispatcher (Mendota, Beardstown Subs between Bushnell and Beardstown, Peoria, Lewistown, LaSalle, Fox River Subs)	309-345-6407
345-6408	C&I Dispatcher (Aurora Sub Aurora to Galena and Barstow Sub)	309-345-6408
345-6409	West Ottumwa Dispatcher (Ottumwa and DesMoines Subs)	309-395-6409
345-6410	Beardstown Dispatcher (Beardstown Sub)	309-345-6410
345-6411	K-Line Dispatcher (Hannibal Sub between Machens and North Market)	309-345-6411
345-6412	Kansas City Dispatcher (Brookfield Sub)	309-345-6412
345-6403	Fax	309-345-6403

#### MOBILE PHONE RADIOS

Location	Base Station	Access Digits	Disconnect Digits	Network
Genoa		*2	#2	781-7456
La Crosse		*1	#1	781-7459
Mt Carol		*2	#2	345-6983
Nelson		*1	#1	781-7460
Ottumwa		*1	#1	241-2280
Ottawa		*1	#1	768-7044
Palmyra		*1	#1	251-4225
Potosi		*1	#2	781-7457
Prairie duChien		*1	#2	781-7458
Redwing		*1	#1	781-7462
Rochelle		*1	#1	345-6984
Savanna		*2	#2	345 6983

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Aurora Subdiv MAIN LINE STATIONS			Distance from Aurora	EAST WARD
					Trk	Rule 6	Oper		
	5,035	00037		38.4	AURORA	JX		0.0	
	5,700	00045		44.7	SUGAR GROVE			6.3	
	7,300	00050		50.2	BIG ROCK			11.8	
		00055		55.1	HINCKLEY			16.7	
		00062		62.1	WATERMAN			23.7	
				64.9	CNW Xing	I		26.5	
	10,825	00067		67.1	SHABBONA			28.7	
		00077		77.3	STEWART			38.9	
		00083		83.2	ROCHELLE	BKX		44.8	
				83.7	CNW Xing	A	CTC	45.3	
		00086		86.3	FLAG CENTER	T		47.9	
					To Rockford 23.8				
	7,045	00092		92.4	CHANA			54.0	
					OREGON				
	3,235	00098		98.4	To Mt Morris 6.8			60.0	
	7,260	00107		107.4	STRATFORD			69.0	
	6,720	00114		116.0	CARTER			77.6	
	6,980	00122		122.5	MILLEDGEVILLE			84.1	
	7,035	00129		129.4	CHADWICK			91.0	
	6,950	00138		138.5	BURKE			100.1	
				142.3	PLUM RIVER	JX		103.9	
		00143		143.7	SAVANNA	X	ABS	105.3	
				144.8	SOO LINE Xing	A	TWC	106.4	
		00156		156.9	ROBINSON SPUR	X		118.5	
	C5,670	00170		171.6	GALENA		CTC	133.2	
		00171		172.3	PORTAGE	J(X)2		133.9	
				175.5	MENOMINEE			139.1	
				184.9	EAST CABIN	JIK(X)2		146.5	
	C6,435	00184		185.0	EAST DUBUQUE	XI		146.6	
		00198		200.0	POTOSI	X	ABS	161.6	
		00212		213.0	CASSVILLE	X(2)	TWC	174.6	
		00222		222.8	GLEN HAVEN	X		184.4	
		00227		228.4	BAGLEY	X		189.0	
		00231		232.0	WYALUSING			193.6	
		00235		235.6	PORTS			197.2	
		00236		237.0	CRAWFORD	M	CTC	198.6	
		00239		239.7	PRAIRIE du CHIEN			201.3	
		00254		254.4	LYNXVILLE	X	ABS	216.0	
		00261		262.2	FERRYVILLE	X(2)	TWC	223.8	
		00269		270.1	DE SOTO	X		231.7	
		00280		280.7	GENOA	X		242.3	
		00286		286.7	STODDARD			248.3	
		00295		296.3	GRAF		CTC	257.9	
				299.9	GRAND CROSSING	IY		261.5	
		00299		300.2	NORTH LA CROSSE	BKY	ABS	261.8	

**BN Radio Channel No. 1 AAR Channel 66**  
in service on this Subdivision.

Train Dispatcher Calls—Hinckley—32, Carter—30, Rochelle—31,  
Savanna—41, Cassville—42, Prairie Du Chien—43, Desoto—44,  
Genoa—48, No. LaCrosse—45.

**1. Maximum Speed Permitted—**

**Freight**

Loaded ore trains	35 MPH.
Loaded ore trains consisting entirely of coal car equipment	45 MPH.
All loaded unit trains (except Intermodal) through sidings	10 MPH.
Against current of traffic on double track	49 MPH.
MP 38.44, Jct. switch, Aurora	35 MPH.
MP 38.44 to MP 40.0	40 MPH.
MP 64.9 to MP 65.0	40 MPH.
MP 77.4 to MP 77.9	40 MPH.
MP 82.2 to MP 83.7	45 MPH.
MP 83.7 to MP 83.9	35 MPH.
MP 83.9 to MP 84.4	45 MPH.
MP 95.8 to MP 102.3	45 MPH.
MP 77.9: Through turnout two main tracks	35 MPH.
MP 86.27 Flag Center: Through turnout two main tracks	35 MPH.
MP 142.0 to MP 144.5	35 MPH.
Through turnout end of two main tracks MP 143.3	35 MPH.
MP 144.5 to MP 145.6	25 MPH.
MP 171.4 to MP 172.2	35 MPH.
Through turnout end of two main tracks MP 171.5	35 MPH.
Portage through crossovers and turnouts	25 MPH.
Menominee to Phoenix Lead	5 MPH.
East Cabin Bananna track	5 MPH.
East Cabin Interchange track	5 MPH.
CCP MP 172.1 to CCP MP 172.5 Westward track	40 MPH.
CCP MP 177.5 to CCP MP 177.8 Westward track	40 MPH.
CCP MP 181.0 to CCP MP 181.5 Both tracks	25 MPH.
CCP MP 181.5 turnout Westward main track	25 MPH.
East Dubuque on siding	10 MPH.
MP 184.8 to MP 185.5	30 MPH.
MP 185.5 to MP 186.9	55 MPH.
MP 235.6 to MP 236.9	40 MPH.
MP 236.9 to MP 240.0	50 MPH.
MP 296.2 to MP 299.8	45 MPH.
MP 299.8 to MP 299.9	20 MPH.
MP 300.1 to MP 301.8 Head End Only	25 MPH.
MP 301.8 to MP 303.3	35 MPH.
Through turnouts entering controlled sidings	20 MPH.
Through turnouts leaving controlled sidings after engine passes signal authorizing movement	35 MPH.
Except through controlled sidings;	
Oregon	10 MPH.
Carter	20 MPH.
All loaded ore cars except series BN 99000—BN 99949	
Over Bridge 98.18 Oregon	20 MPH.
Through turnouts at end of two main tracks located at:	
MP 235.5 and at MP 237.0	35 MPH.
MP 296.3	35 MPH.
Through crossovers at MP 303.1	35 MPH.
Lacrosse Running Track	25 MPH.

**2. Bridge and Equipment Weight Restrictions—**

Maximum gross weight of car:

Aurora to LaCrosse	286,000 lbs.
Oregon to Mt Morris	263,000 lbs.
Aurora Industry Track	263,000 lbs.

Item 5e and 5f may operate

**Aurora**—Item 5d not permitted on industrial track from controlled siding.

**Savanna**—Six axle locomotives not permitted on yard tracks, except track 1 and 10 if necessary. Trains with 6 axle locomotives must hold on to cars to work on restricted tracks.

**Oregon to Mt. Morris**—item 5d not permitted. Six axle locomotives and six axle derricks not permitted.

### 3. Type of Operations—

#### Rule 93—Yard Limits in effect:

CTC Grand Crossing MP 299.9 to Sullivan MP 303.85  
CCP MP 180.0 to CCP MP 181.32

#### CTC—in Effect:

MP 38.4 to MP 143.3 Aurora to Savanna  
MP 171.46 to CCP MP 168.93 Galena to Portage  
MP 235.41 to MP 239.78 Ports to Prairie du Chien  
MP 296.3 to MP 299.8 Graf to Grand Crossing

#### ABS—in effect:

MP 143.31 to MP 171.46 Savanna to Galena  
CCP MP 168.93 Portage to MP 235.41 Ports  
MP 239.78 to MP 296.3 Prairie Du Chien to Graf  
MP 300.1 to MP 302.85 No. LaCrosse to Sullivan

#### TWC—in effect:

MP 143.3 CTC Savanna to MP 171.47 CTC Galena  
CCP MP 168.93 CTC Portage to MP 235.41 CTC Ports  
MP 239.78 Prairie du Chien to MP 296.3 CTC Graf

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

#### Multiple Main Tracks—

MP 77.9 to MP 86.25 Stewart to Flag Center  
MP 142.55 to MP 143.31 Plum River to Savanna  
MP 236.94 to MP 239.78 Crawford to Prairie Du Chien

#### Double Track—

MP 143.31 to MP 171.5 Savanna to Galena  
CCP MP 168.93 to MP 235.41 Portage to Ports  
MP 239.78 to MP 296.3 Prairie Du Chien to Graf

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

**Rule 99**— When flagging is required, distance will be 1.5 miles.

**Rule 105**— Industrial Track between Oregon and Mt. Morris.  
Crawford Industrial Track between Wisconsin Calumet switch and FS plant.

**Rule 350(B)**—The following switches are not equipped with electric locks:

MP 54.12 Hinkley  
MP 71.76 Lee  
MP 121.05 Near Milledgeville

**Rule 405**— applies at LaCrosse

### 5. Trackside Failed Equipment Detectors (FED)—

#### A. Protecting bridges, tunnels or other structures:

Sugar Grove—Eastward movements—MP 43.3,

#### B. Other FED locations:

Lee	MP 71.3	Galena	MP 169.1
Stratford	MP 111.3	Potosi	MP 197.5
Savanna	MP 148.0	Crawford	MP 236.5
		Desoto	MP 267.1

### 6. FRA Excepted Track—See System Special Instructions item 6.

Oregon to Mt. Morris

### 7. Special Conditions—

In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

#### Regarding stations with crossovers indicated in station column—

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

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

Westward trains between MP 52.0 to MP 53.0.  
Westward trains between MP 73.0 to MP 74.0.  
Westward trains between MP 158.0 to MP 159.0.  
Westward trains between MP 286.0 to MP 287.0.  
Eastward trains between MP 106.0 to MP 105.0.  
Eastward trains between MP 287.0 to MP 286.0.  
Eastward trains between MP 245.0 to MP 244.0.

**Rochelle**— Signals governing movements over C&NW crossing also govern the block. Rule 312(1)(3) must be complied with.

#### At Rochelle Rule 82(A) applies as follows:

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

#### At Savanna, Rule 305(A) applies as follows:

**305(A) APPROACH TO AUTOMATIC INTERLOCKING:** A train having passed a signal governing the approach to an automatic interlocking displaying a proceed indication AND SPEED IS BELOW 20 MPH., must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

#### Between Savanna and Robinson Spur—

When eastward signal at MP 146.4 displays STOP indication, member of crew will communicate immediately with dispatcher. Movement from this signal must not be made without favorable signal indication or permission from the dispatcher.

#### Portage to East Dubuque—

Mile post designations between CTC Portage and East Dubuque will remain as currently labeled, and will be prefixed with the letters "CCP".

Maintenance of Way Movements—Maintenance of Way Rule 30 applies. Train location line-up will not be issued in accordance with Maintenance of Way Rule 35.

#### Spring Switch Locations—

East Cabin—east end of former CCP center siding normal position—eastward track.

East Cabin—intermediate switch east end of former CCP center siding normal position—movement toward eastward track.  
Indicators equipped with lunar white marker light.

Do not exceed 25 MPH on any track when temperature exceeds 80 degrees Fahrenheit.

East Cabin—interlocker signals govern all movements on both main tracks between MP 185.3 and CCP MP 181.32.

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

**City Track**— Member of crew must protect movement over Marquette Road (Highway 35), Washington Street and Ohio Street before occupying road crossings.

At Prairie Du Chien between Fredric Street, MP 240.7 and Lapoint Street MP 237.74, do not sound whistle signal as prescribed by Rule 15L between 2200 and 0600 hours unless emergency requires or when passing or meeting or about to pass or meet a train at or in the immediate vicinity of grade crossing under such circumstances that the second train will obscure in whole or part the view of the first mentioned train to persons who may be about to use the crossing. Engine bell will be rung where gates are not installed.

#### LaCrosse—

Permission must be obtained from LaCrosse yardmaster or operator before occupying the main or running track.

At North LaCrosse, the clear time of track warrants will be given verbally to the operator who in turn will relay information to the Galesburg train dispatcher. When this method is used it will not be necessary for train crews to clear track warrants with the train dispatcher. This information will be included on the Train Delay Report.

Between MP 292 and MP 299.5, do not sound crossing whistle signal as prescribed by Rule 15(L) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing. Restriction does not apply on City tracks.

#### 8. Locations not Shown as Stations—

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	St Croix Subdiv MAIN LINE STATIONS			Distance from No. La-Crosse	
					Trk	Rule 6	Oper		
		00299	3	300.2		NORTH LA CROSSE BKY 2.3	ABS TWC	0.0	
		00301		303.1	DT		SULLIVAN 14.3	CTC	2.9
		00315		317.4			TREMPEALEAU 8.3	ABS TWC	17.2
10,145		00324		325.7			EAST WINONA 2.5	CTC	25.5
		00326		328.2		WINONA JCT 5.7		28.0	
		00332		333.9	DT		FOUNTAIN CITY 9.2		33.7
		00341		343.1			COCHRANE 8.2	ABS TWC	42.9
		00349		351.3			ALMA 7.4	X(2)	51.1
		00356		358.7			NELSON 3.4		58.5
		00360		362.1		TREVINO 0.8	CTC	61.9	
		00361		362.9		MEARS 3.3		62.7	
		00364		366.2	DT		PEPIN 12.5		66.0
		00377		378.7			MAIDEN ROCK 7.6		78.5
		00384		386.3			BAY CITY 4.7	ABS TWC	86.1
		00389		391.0			HAGER 5.3		90.8
		00394		396.3		DIAMOND BLUFF 11.3	X	96.1	
		00405	407.6		PRESCOTT 0.2		107.4		
		00407	407.8		BURNS 2.7	CTC	107.6		
Soo Line M/P Loc. 392.1		00409		410.5	2MT	ST CROIX JX (2)		110.3	

BN Radio Channel No. 1 AAR Channel #66  
in service this Subdivision.

Train Dispatcher Calls—No. LaCrosse —45, Nelson —46, Bay City —47,  
St. Croix—49.

1. Maximum Speed Permitted —	Passenger	Freight
Loaded ore trains .....		35 MPH.
Loaded ore trains consisting entirely of coal car equipment .....		45 MPH.
Empty ore and coal trains .....		60 MPH.
Against the current of traffic on double track .....		49 MPH.
MP 300.1 to MP 301.8 .....		25 MPH.
MP 301.8 to MP 303.3 .....		35 MPH.
MP 364.5 to MP 366.1 .....		40 MPH.
MP 407.4 to MP 408.1 .....		25 MPH.
Through turnouts at end of two main tracks located at:		
MP 323.6 and at MP 327.9 .....		35 MPH.
MP 362.1 and at MP 362.9 .....		35 MPH.
Through crossovers at MP 303.1 .....		35 MPH.
East Winona — Through turnouts of controlled sidings .....		20 MPH.
Except through turnout leaving east end of controlled siding after engine passes signal authorizing movement .....		35 MPH.
All loaded unit trains (except Intermodal) through sidings MP 410.2—Through crossovers		10 MPH.
At East St. Croix .....	12 MPH.	12 MPH.
MP 410.2—MP 410.5 .....	35 MPH.	35 MPH.
MP 410.4		
Through crossover at West St. Croix .....	35 MPH.	35 MPH.
Soo Line Main track connection switch from Main 2 to St. Croix .....	35 MPH.	35 MPH.

#### 2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car:  
North LaCrosse to St. Croix ..... 286,000 lbs.



Item 5e and 5f may operate.

Six axle locomotives are not permitted on Old Main between South Avenue and West Avenue at LaCrosse

### 3. Type of Operation—

**Rule 93—Yard Limits—** in effect:

MP 299.9 Grand Crossing to MP 302.85 Sullivan

**CTC—in effect:**

MP 302.85 to MP 303.3 Sullivan  
MP 323.65 to MP 328.2 Winona Control Points  
MP 361.9 to MP 363.07 Trevino to Mears  
MP 407.5 to MP 410.5 Prescott to St. Croix

**ABS—in effect:**

MP 300.1 to MP 302.85 North LaCrosse  
MP 303.3 to MP 323.65 Sullivan to MP 323.65  
MP 328.2 to MP 361.9 Winona Jct. to Trevino  
MP 363.07 to MP 407.5 Mears to Prescott

**TWC—in effect:**

CTC Prescott MP 407.5  
CTC Trevino MP 361.9 to CTC Mears MP 363.07  
CTC E. Winona MP 323.65 to CTC Winona Jct. MP 328.2  
CTC MP 302.85 to Sullivan MP 303.3

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

**Multiple Main Tracks—**

MP 407.85 to MP 410.5 Burns to St. Croix

**Double Track—**

MP 303.3 to MP 323.65 Sullivan to MP 323.65  
MP 328.2 to MP 361.9 Winona Jct. Trevino  
MP 363.07 to MP 407.5 Mears to Prescott

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

**Rule 99—** Between North LaCrosse and St. Croix, when flagging is required distance will be 1.5 miles.

**Rule 350 (B)—**Main track switches not equipped with electric locks:

MP 410.2— Main 2— Kings Cove

**Rule 405—in effect** on this subdivision.

### 5. Trackside Failed Equipment Detectors (FED)—

**A.** Protecting bridges, tunnels or other structures: NONE

**B.** Other FED locations:

MP 327.5—Winona Jct  
MP 362.5—Trevino  
MP 392.3—Hager

### 6. FRA Excepted Track—NONE

### 7. Special Conditions—

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

Westward trains between MP 315.0 to MP 316.0.

Westward trains between MP 339.0 to MP 340.0.

Eastward trains between MP 381.0 to MP 380.0.

Eastward trains between MP 403.0 to MP 402.0.

**Regarding stations with crossovers indicated in station column—**

Diamond Bluff— facing point only.

Alma and Bay City — facing and trailing point.

All other stations — trailing point only.

**LaCrosse—** Between MP 292 to MP 299.5, do not sound crossing whistle signal as prescribed by Rule 15(L) unless emergency crossing, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

**North LaCrosse —** Westward trains operating West of St. Croix will obtain a Track Warrant from the Northtown Hump Dispatcher and a Track Warrant from the Galesburg Dispatcher.

At North LaCrosse clear time of track warrants will be given verbally to the operator who in turn will relay information to the Galesburg train dispatcher. When this method is used it will not be necessary for train crews to clear track warrants with the train dispatcher. This information will be included on the Train Delay Report.

**At Winona Junction—** General Code Rule 315(A) is modified as follows:

**Eastward Trains** stopped at signal displaying **STOP** indication, after complying with Rule 312(1), may proceed to dual control switch. However, before any movement is made over dual control switch, a crew member must precede move and examine dual control switch to see that it is properly lined and selector lever is in proper position.

### 8. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
00310 Lytle	6.2 east of Trempealeau	4	East
71502 Winona	1.5 from East Winona	Yard	Both

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Rockford Subdiv BRANCH LINE			Distance from Flag Center	EAST WARD
					Trk	Rule 6	Oper		
		00086		0.2		FLAG CENTER	JTY	0.0	
	2,950	71205	63	4.8		4.2 KINGS		4.2	
		71211		11.7		7.6 DAVIS JCT	A	11.8	
		712.23		23.5		11.7 ROCKFORD	IY	23.5	

BN Radio Channel No. 1 AAR Channel #66  
In service on this Subdivision.  
Train Dispatcher Calls— Flag Center—31.

#### 1. Maximum Speed Permitted—

#### Freight

MP 2.0 to MP 12.0 .....	25 MPH.
MP 12.0 to MP 13.0 .....	10 MPH.
MP 13.0 to MP 17.0 .....	25 MPH.
Wye track at Flag Center .....	10 MPH.
MP 11.8 Davis Jct.—Locomotive or leading	
car of train crossing Highway 72 .....	10 MPH.
Main Street (MP 23.50) .....	5 MPH.

#### 2. Bridge and Equipment Weight Restrictions—

Maximum gross weight of car:	
Flag Center to Rockford .....	286,000 lbs.
Bridge 23.37 cars greater than 263,000 lbs. ....	10 MPH.
Six axle locomotives and six axle derricks not permitted.	

#### 3. Type of Operation—

##### Rule 93—Yard Limits in effect:

Flag Center MP 0.0 to MP 2.0

Rockford MP 17.0 to MP 23.8

##### TWC— In effect:

MP 2.0 to MP 17.0.

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

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

Rule 99— When flagging is required, distance will be .75 miles.

#### 5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

#### 6. FRA Excepted Track— NONE

#### 7. Special Conditions—

##### Between Camp Grant and CCP crossing.

Automatic signals located at MP 21.4 and MP 21.8 govern westward train and engine movements, also at MP 22.0 and MP 22.5 govern eastward train and engine movement approaching and passing over electric locked switches at MP 21.9. These signals are not part of an automatic block, CTC or interlocking system.

When signal at MP 21.8 displays a red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 22.0. When signal at MP 22.0 displays a red aspect, train or engine must stop before any part of train or engine passes signal then may proceed at restricted speed to MP 21.8. When green aspect is displayed by signal 21.8 or MP 22.0 train or engine may proceed.

When signals at MP 21.4 and 22.5 display a yellow aspect trains or engines may proceed prepared to stop before any part of train or engine passes next signal.

Davis Jct—MP 11.6 — Automatic interlocking at SOO Line.

Rockford — When movement is made over Winnebago Street on the CNW, a crew member must be in position on ground at crossing to warn traffic until the crossing is occupied by train, engine or cars.

Rockford — CCP Interlocking — CCP manual interlocking is controlled by the CCP dispatcher. If signal fails to clear, contact CCP operator at Freeport or the BN 2nd Subdivision dispatcher.

In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

#### 8. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
71219 Camp Grant	18.9 from Flag Center	72	Both

**NOTES**

# CHICAGO DIVISION

## C.E. DOGGETT, DIVISION SUPERINTENDENT, CICERO

J.E. DOUGHMAN . . . . Terminal Superintendent . . . . . Cicero

G.T. ALLISON . . . . Asst. Supt. Term. Oper. . . . . Cicero

G.N. SMITH . . . . . Trainmaster . . . . . Eola

K.D. CLINE . . . . . Trainmaster . . . . . Cicero

J.S. DAVIS . . . . . Trainmaster . . . . . Cicero

R.C. JACOBSEN . . . Trainmaster . . . . . Cicero

J.H. LINDQUIST . . . Trainmaster . . . . . Cicero

C.L. YORK . . . . . Trainmaster . . . . . Cicero

T.D. STEWART . . . . Asst. Trainmaster . . . . . Cicero

J.D. GRAVES . . . . . Asst. Trainmaster . . . . . Cicero

A.E. HESTER . . . . . Asst. Trainmaster . . . . . Cicero

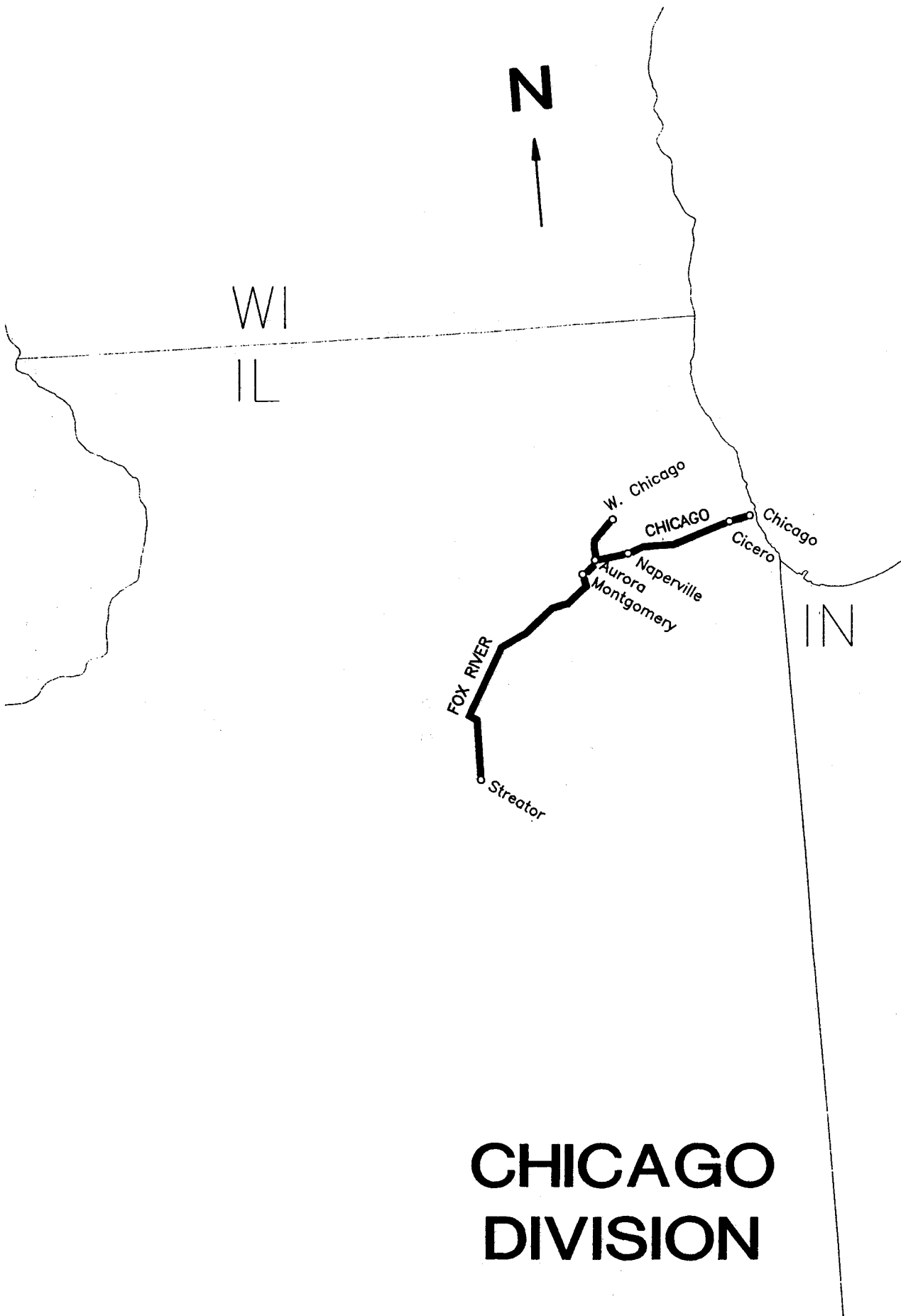
J.R. STOETZEL . . . . Director Sub. Oper . . . . . Aurora

S.J. ZIMMERMAN . . . Supt. Sub. Services . . . . . Aurora

D.G. HOFFMAN . . . Trainmaster . . . . . Aurora

J.I. JOHNSTON . . . Asst. Trainmaster . . . . . Aurora

T. LEPPERT . . . . . Trainmaster . . . . . Aurora



# CHICAGO DIVISION

**1. BUSINESS CARS:**

When handling business cars in trains, occupied or in charge of crew, the power braking method of train handling will be used.

**2. COMPUTERIZED TRACK WARRANT CONTROL (CTWC)**

Track warrants received on COMPASS printers will contain only the items checked. Track Warrants received in this manner will have a listing of the items checked at the bottom of the track warrant for comparison.

**3. DELAY REPORTING:**

Conductors are responsible for accounting for all delays incurred during their tour of duty. All delays must be accounted for by the minute however small they might be.

**4. WHEN SETTING OUT BAD ORDER CARS:**

Crew must place car where mechanical forces can drive to and advise dispatcher of car number and defect being as precise as possible. UPON ARRIVAL TIE UP LOCATION: When conductor arrives at tie-up location, he must call 345-6297 and give information to the trainyard foreman or leave message on recorder concerning exact defects, car number and location set out.

**5. CONDUCTOR'S WHEEL REPORTS**

Will include instructions pertaining to handling of hazardous material for cars in train. No separate bills or special handling instructions will be required.

**6. WAYBILLS:**

With the exception of hazardous material shipments, waybills will no longer be necessary for train movement.

Hazardous material shipments and last contained hazardous moves will still have to be accompanied by a CBS waybill, connecting line waybill or copy of the bill of lading/shipping paper.

Hiwide shipments can be moved with a copy of the hiwide dimensions and instructions.

**7. FOREIGN LOCOMOTIVE OFFERED IN INTERCHANGE**

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

- (1) There are proper waybills in BN's possession and
- (2) That the continued movement over BN property is valid and in compliance of all federal regulations (cfr 49 229.9) governing locomotives being moved dead, before continued movement is allowed.

**8. CHICAGO DIVISION POLICY FOR THE OPERATION OF CONDUCTOR ONLY TRAINS:**

- A. All through trains operating on the Chicago Division will be equipped with an operative rear of train device or an operative caboose.
- B. Prior to departing crew change locations crew members must determine brake pipe pressure on rear car or determine that brake system has sufficient charge before proceeding.

This may be accomplished by:

1. Indicated brake pipe pressure from an end of train device.
2. Indicated brake pipe pressure on air gauge in caboose.
3. Indicated brake pipe pressure on starlight or similar rear end marker equipped with an air gauge.
4. Ascertaining brake pipe pressure from inbound crew members.
5. Indicated brake pipe pressure using hand held air gauge.
6. Allowing for minimum charge time as prescribed by air brake and train handling Rule 513-D.
7. If unable to determine brake pipe pressure on the rear car by any of the methods above and brake system has been charged as prescribed by air brake and train handling Rule 513-D or 20 PSI brake pipe reduction may be made and application and release of brakes on the rear car observed.

- C. Engineer must monitor condition of brake pipe enroute by following ABTH Rules 623, 623-B, 623-B.1, 623-B.2, 623-B.3 and 623-B.4 and if the rate of flow indicated by the air flow meter indicates greater than 60 CFM with the train brakes released and sufficient time allowed for recharge of brake system following a brake pipe reduction, train must be stopped and inspected for leakage. Train must not be moved until rate of flow is reduced to less than 60 CFM.

**9. END OF TRAIN TELEMETRY DEVICES**

Burlington Northern's ownership of end of train telemetry devices represents an investment of over three million dollars. Failure to optimize the use of these devices will result in train delays, loss of revenues and possibly loss of business. Accurate reporting and tracking of all devices must be a high priority with all persons involved in the use and reporting of devices. To this end, all yard, clerical, mechanical and TY&E employees are equally responsible for proper reporting of telemetry devices.

Conductors will be responsible to record on DELAY REPORT the numbers of the head end and rear end telemetry devices on their trains.

The working head end device number should be reported in the empty box under "Engine No." and the working rear end device initial and number should be reported in the empty box under "Train No." on the top portion of the DELAY REPORT. All other permanent and/or removable head end and rear end devices that are in the locomotive consist or caboose should be reported on the bottom portion of the DELAY REPORT by initial and number.

Initial and final terminals will be requesting this information via radio for reporting purposes in COMPASS.

Conductors must file F-27 report when devices are found to be damaged during trip or tour of duty.

Employees finding devices should turn them into local Mechanical Department who will take them into account and do necessary reporting.

**10. DAILY LOCOMOTIVE INSPECTION POLICY**

1. Engineers will be supplied with the new daily inspection form (form 16450), which are available in pamphlet form. Engineers will be responsible for maintaining possession of the 16450 forms.

A. It will be the responsibility of the engineer to inspect the locomotive(s) and complete form 16450 and form 15042 for each locomotive in the consist. If the daily inspection record in the cab, form 15042, indicates that the inspection for the current calendar day has not been performed, THE ENGINEER WILL BE RESPONSIBLE FOR MAKING THE DAILY INSPECTION, EVEN IF HE WILL BE GOING INTO A MECHANICAL FACILITY BEFORE THE END OF THE CURRENT CALENDAR DAY, unless otherwise instructed by a company officer.

B. The daily inspection is to be done during the first tour of duty following 0001 hours without further train delay. The engineer is responsible for performing the inspection before ending tour of duty on such calendar day.

C. If a defect is found, the engineer will comply with rule 123(d) and/or rule 125 of the air brake and train handling rules. Any defects written on this form must be signed off by the operating or mechanical employee making the repairs before:

1. The locomotive is used and
2. The form is sent to the assignment point.

If the locomotive is to be moved under rule 125, movement of non-complying locomotives, form 16450 showing the defects is to remain on the locomotive in the holder with the cab card, form 15402.

3.C.2. Continued . . .

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

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

Form 16450 is available for all engineers at all on/off duty points.

#### 11. LOCOMOTIVE SHUT DOWN POLICY

Locomotives tied up at outlying points which will not be in service for a period of one hour or more must have the diesel engine shut down and the locomotive properly secured.

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

Prior to restarting diesel engine, the engine and compressor must be checked for proper lubricating and fluid levels. If water is coming from the air box drain on EMD locomotives or diesel engine crankcase oil level is high or a milky/gray brown color, do not attempt to restart until an inspection is made by mechanical personnel.

In the event that locomotive fails to restart, the train dispatcher must be notified.

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

#### 12. STROBE LIGHTS INSTALLED ON LOCOMOTIVES:

Strobe lights that provide greater visibility at grade crossings are being installed on the front walkway platform on locomotives. The strobe lights operate automatically when the engine whistle is sounded or when the red mushroom push button, located near the bell ringer on the control stand, is manually depressed. They will continue to operate for approximately 30 seconds after the whistle has been sounded or the red mushroom push button is depressed. Where use of the engine whistle is prohibited, the red mushroom push button can be used to actuate the strobe lights. A speed module has been applied to these locomotives to prevent the strobe lights from operating when the whistle is sounded at speeds below eight miles per hour. This is to avoid blinding crew members boarding the locomotive and switch crews and carmen in yards. The strobe lights may be operated at speeds below eight miles per hour by use of the red mushroom button.

#### 13. FUEL TENDER CARS:

Must not be placed at rear of a locomotive consist that will power trains over 100 tons/OB in order to avoid high lateral over vertical forces.

#### 14. COLD WEATHER PRECAUTIONS:

Colder temperatures adversely affect locomotive, car and train air brake systems in two ways:

1. Cold temperatures will cause any material to contract. This results in more leakage in the brake pipe, brake cylinders, control valves, and the auxiliary and emergency reservoirs.
2. The molecules of air are continuously moving. When placed in a reservoir, these moving particles are continually hitting the sides of the container creating pressure. Warm temperatures cause the molecules to move very fast, hitting the sides of the container and frequently resulting in a higher pressure in the reservoirs. As temperatures decrease, the air molecules begin slowing down, hitting the sides of the container less frequently, resulting in a lower pressure.

All employees must review the following air brake and train handling rules which specifically prevent dangerous situations, resulting from the improper use of the air brakes, and aggravated by colder temperatures:

- Rule 101 Brake pipe pressures.
- Rule 224 Inbound inspections.
- Rule 303 Brake applications.
- Rule 304 Brake releases.
- Rule 405 Changing ends.
- Rule 503 Safe pressure.
- Rule 510 Detaching locomotive or cars.
- Rule 513 Charging.
- Rule 534 Speed control.
- Rule 536 Grade operations.
- Rule 537 Regulating valve.
- Rule 612 Hand brakes.

Any employee experiencing air brake problems must immediately notify the train dispatcher, who will notify the superintendent or manager operating practices and be governed by his instructions.

Any employees in need of further understanding of the above rules, or any rule, must contact a supervisor for explanation.

#### 15. NEAR MISS OR FAILURE TO STOP AT RAILROAD-HIGHWAY GRADE CROSSING;

Form 15019: The purpose of this form is to enable employees to make prompt report of any vehicle transporting passengers, flammables or explosives, which fails to stop before crossing railroad tracks, and other commercial vehicles which create hazard of grade crossing collisions.

Upon receipt of these reports, police and special services department will handle with the companies operating the vehicles involved of the failure of their trucks or buses to stop before proceeding over railroad tracks, or otherwise creating a hazard of highway crossing collision. Calling to the attention of owners of vehicles that law violations at railroad crossings have involved one of their vehicles will enable the owner to take prompt action with the offending driver.

This form calls for detailed information, all of which should be furnished if possible. However, in some instances, you may not be able to get all of the data called for at the time the observation is made. In this case, you should put down as much information as you can to identify the vehicle and the location of the occurrence.

Forms should be mailed to your local police and special services department representative. Cooperation in completing and submitting reports on these incidents is important in the reduction of grade crossing accidents.

#### 16. PERSONAL PROTECTIVE EQUIPMENT:

Burlington Northern Railroad is committed to providing the necessary training, equipment and resources so that employees can perform their jobs safely. The recent implementation of several programs in the personal protective equipment (PPE) area indicate this commitment. All employees must fully comply with the personal protective equipment requirements as defined in the safety policies and at other locations as good judgment dictates.

Supervisors have been instructed that effective immediately, the use of PPE such as safety glasses, safety shoes, hard hats, respirators and hearing protection are to be strictly enforced. Consideration will be given to those employees who have not yet received safety glasses or respirator training, where such protection will be required for their jobs.

Employees who show up for duty without proper PPE will not be allowed to work.

Personal safety is an absolute requirement in all activities. Proper personal protective equipment and clothing must be worn by employees to ensure maximum protection.

Employees in the Mechanical Department, Maintenance and Engineering Department, Work Equipment, Train Service employees, and any other employee instructed by supervisor, including supervisors, must have and use the appropriate personal protective equipment when performing hazardous work, and when in the vicinity where hazardous work is being performed.

Hard hats must be worn in designated hard hat areas, when working where objects may fall or fly, when working with cranes and lift trucks, at derailments, and when instructed by supervisors.

Safety glasses, goggles, or face shields must be worn in designated hard hat areas, when making moving train inspections, and when performing any kind of work which may result in injury to the eye.

Employees must care for equipment assigned to them and immediately replace any equipment that no longer provides adequate protection, or is lost or stolen.

The Personal Protective Equipment Catalog, form 15397, lists all approved personal protective equipment which meets company and government standards.

If there is any question as to what type of Personal Protective Equipment is required or when it is required, contact your immediate supervisor, or the Safety and Rules Department.

#### 17. POLICY ON SMOKING IN THE WORK PLACE:

In recognition of the nuisance presented by tobacco smoke and the potentially adverse health effects of secondary smoke; and in further recognition of the passage of clean indoor air laws by several states on the BN system and of the fact that other states on the BN system are considering such laws; BNRR hereby adopts this corporate policy regarding smoking in the work place.

Smoking is prohibited in all common and shared company premises, including multi-employee work stations, which includes locomotives, cabooses and company vehicles.

Smoking will be permitted in designated smoking areas, and in spaces, offices and work stations to which an individual employee is assigned.

This policy is subject to modification to the extent necessary:

- (A) To comply with federal, state and local non-smoking regulations, which may be applicable to company premises; and
- (B) To accommodate a localized situation where the nuisance and potential health effect of secondary tobacco smoke may warrant a deviation from the corporate policy.

#### 18. AIR REPEATER CARS:

System Special Instructions, Item 4, contains information covering air repeater operation.

The following information concerns air car air tests:

Anytime a brake pipe leakage test is required:

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

Air car operation:

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

Air repeater car waiver from the FRA

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

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

This waiver translated into the following:

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

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

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

Brake pipe pressure into air car (same as pressure read on head end device during brake pipe device)	Minimum brake pipe pressure on last car in train. (Also read on head end leakage test)
---	---

90	103
89	101
88	100
87	99
86	98
85	97
84	95
83	94
82	93
81	92
80	91
79	89
78	88
77	87
76	86
75	85

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

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



No reports or test forms are required in the operation of air repeater car trains.

Air flow method of qualifying trains may not be used.

Pocket-size copies of the chart showing the minimum brake pipe pressure for the last car will be supplied to Trainmasters by Managers of Operating Practices.

#### RADIO INFORMATION-CHICAGO DIVISION

Base Stations	Channel	Hours In Operation
Chicago 14th St Coach Yard	66	Continuous
Cicero Eastbound Yd Ofc	66	Continuous
	70 for yard forces	
Cicero Retarder Tower	66	Continuous
	70 for yard forces	
Cicero Hump Tower	66	Continuous
	70 for yard forces	
Cicero Roundhouse	66	Continuous
	70 for yard forces	
Eola Yard Office	66	Continuous
	70 for yard forces	
Ottawa	66&70	1600-2100 Mon. thru Fri. 0600-1500 Sat.

#### TRAIN DISPATCHERS PHONE NUMBERS

Company	Position	Commercial
345-6400	Chief Dispatcher	309-345-6400
345-6401	Asst Chief Dispatcher (Ottumwa, Brookfield, Hannibal, Beadstown, DesMoines, Peoria, Lewistown Subs)	309-345-6401
345-6402	Asst Chief Dispatcher (Chicago, Aurora, St. Croix, Mendota, Barstow, LaSalle, Fox River, Rockford Subs)	309-345-6402
345-6404	Asst Chief Admin.	309-345-6404
345-6405	East End Dispatcher(Chicago Sub)	309-345-6405
345-6406	Lacrosse Dispatcher (Aurora Sub Galena to Lacrosse St. Croix Sub Lacrosse to St Croix)	309-345-6406
345-6407	Mainline Dispatcher (Mendota, Beardstown Subs between Bushnell and Beardstown, Peoria, Lewistown, LaSalle, Fox River Subs)	309-345-6407
345-6408	C&I Dispatcher (Aurora Sub Aurora to Galena and Barstow Sub)	309-345-6408
345-6409	West Ottumwa Dispatcher (Ottumwa and DesMoines Subs)	309-395-6409
345-6410	Beardstown Dispatcher (Beardstown Sub)	309-345-6410
345-6411	K-Line Dispatcher (Hannibal Sub between Machens and North Market)	309-345-6411
345-6412	Kansas City Dispatcher (Brookfield Sub)	309-345-6412
345-6403	Fax	309-345-6403

#### MOBILE PHONE RADIOS

Location	Base Station	Access Digits	Disconnect Digits	Network
Downers Grove		*1	# 1	780-5209

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Chicago Subdiv MAIN LINE STATIONS		Distance from Chicago
				Trk	Rule 6 Oper	
	00001		0.0	CHICAGO UNION STA BIK		0.0
			0.8	ROOSEVELT ROAD I		0.8
	00002		1.7	UNION AVE X(2)		1.7
			1.8	HALSTED STREET		1.8
	00004		3.7	WESTERN AVE X		3.7
	00007		7.0	CICERO BKT(2)		7.0
	00008		8.5	CLYDE		8.5
	00009		9.0	LA VERGNE X(2)		9.0
	00010		9.6	BERWYN		9.6
			10.0	HARLEM AVENUE		10.0
	00011		11.0	RIVERSIDE		11.0
			11.7	HOLLYWOOD		11.7
	00012		12.3	BROOKFIELD		12.3
	00013		13.0	CONGRESS PARK X(2)		13.0
	00014		13.7	LA GRANGE		13.7
	71		14.1	STONE AVENUE		14.1
	00015		15.4	WESTERN SPGS	CTC	15.4
	00018		16.3	HIGHLANDS X(2)		16.3
	00017		16.8	HINSDALE		16.8
			17.8	WEST HINSDALE X(2)		17.8
	00018		18.2	CLARENDON HILLS		18.2
	00019		19.4	WESTMONT		19.4
	00020		20.3	FAIRVIEW AVE X(2)		20.3
	00021		21.1	DOWNERS GROVE X(2)		21.1
	00023		22.8	BELMONT		22.8
	00024		24.4	LISLE X(2)		24.4
	00028		28.4	NAPERVILLE X(2)		28.4
			31.6	ROUTE 59		31.6
	00033		33.4	EOLA BKT(2)		33.4
	00035		35.3	WEST EOLA BKT(2)		35.3
				To West Chicago-12.1		
	00037		38.4	AURORA JX(2)		38.4
	20001		41.0	MONTGOMERY JX		41.0

SCHEDULES FOR REGULAR SUBURBAN PASSENGER TRAINS ARE SHOWN IN BURLINGTON NORTHERN'S SUBURBAN SERVICE PASSENGER TIMETABLE AND TIMES SHOWN THEREIN WILL INDICATE A REGULAR STOP. CONTINENTAL TIME WILL NOT BE AUTHORIZED IN SUBURBAN TIMETABLE. EMPLOYEES WHOSE DUTIES ARE IN ANY WAY AFFECTED BY SUBURBAN TRAINS MUST HAVE A COPY OF THE CURRENT SUBURBAN TIMETABLE IN THEIR POSSESSION WHILE ON DUTY.

BN Radio Channel No. 1 in service on this Subdivision.  
AAR No. 66 = BN Channel No.1  
AAR No. 70 = BN Channel No.2  
AAR No. 15 = BN Channel No.3

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

### 1. Maximum Speed Permitted –

	Passenger	Freight
Chicago to Aurora	65 MPH.	50 MPH.
Aurora to Montgomery	79 MPH.	
Aurora to West Chicago		20 MPH.
Loaded ore trains		35 MPH.
MP 38.1 to MP 38.8 including turnouts	35 MPH.	35 MPH.
MP 38.4 to MP 40.4	75 MPH.	40 MPH.
Empty Coal Trains:		
MP 40.4 to MP 41.0 Main 1 and 2		60 MPH.

Except as indicated below:

	Main 1		Main 2		Main 3		Main 4	
	P	F	P	F	P	F	P	F
MP 0.8 – MP 1.4	25	10	25	10				
MP 1.4 – MP 2.2							10	10
MP 1.4 – MP 1.8	35	10	35	10	35	10		
MP 1.8 – MP 2.3	40	25	40	25	40	20		
MP 2.3 – MP 3.2							40	30
MP 3.2 – MP 6.3							40	35
MP 2.3 – MP 2.8	60	20	60	20	60	20		
MP 2.8 – MP 5.7	60	25	60	25	60	25		
MP 5.7 – MP 7.2	60	40	60	40	60	40		
MP 6.3 – MP 6.8							25	15
MP 7.2 – MP 9.6		40		40		40		
MP 9.6 – MP 21.6		45		45		45		
MP 35.0 – MP 38.1	55	40	55	40				

	Passenger	Freight
West Eola to Eola on running track MP		
33.3 to MP 35.3	25 MPH.	25 MPH.
Union Avenue crossovers:		
MP 1.4 to MP 1.8 Main 2 to Main 3	10 MPH.	10 MPH.
MP 1.4 to MP 1.8 Main 3 to Main 4	10 MPH.	10 MPH.
MP 1.4 to MP 1.8 Main 1 to Main 2		
westbound	35 MPH.	10 MPH.
eastbound	10 MPH.	10 MPH.
MP 1.8 to MP 2.5 between Main 1,2,3 and 4	35 MPH.	30 MPH.
Kedzie Avenue MP 4.8 crossovers:		
Between Main 3 and Main 4	25 MPH.	25 MPH.
MP 6.3 – MP 7.0 crossovers:		
Between Main 1, Main 2 and Main 3	35 MPH.	35 MPH.
Between Main 3 and Main 4	25 MPH.	25 MPH.
MP 7.0 – MP 9.2 crossovers between		
Main 1, Main 2 and Main 3	30 MPH.	30 MPH.
Congress Park; Highlands; West		
Hinsdale; Fairview Avenue;		
Downers Grove; Lisle and		
Naperville: All crossovers	35 MPH.	35 MPH.
Eola and West Eola: All crossovers		
and turnouts	30 MPH.	30 MPH.
Begin CTC Hillyard North and South		
Leads to West Eola Plant	35 MPH.	20 MPH.
Aurora Transportation Center – Over		
East Switch to North Platform Track	10 MPH.	10 MPH.
Trains over 100 tons/OB MP 35.1 –		
MP 38.1		30 MPH.
Aurora to West Chicago – Broadway		
Ave. Illinois Ave. and Route 38..Head end of		
train until crossing occupied		10 MPH.

### 2. Bridge and Equipment Weight Restrictions–

Maximum gross weight of car:	
Chicago Union Station to Cicero	268,000 lbs.
Cicero to Montgomery	268,000 lbs.
Aurora to West Chicago	268,000 lbs.
Bridge 0.26 cars greater than 268,000 lbs.	10 MPH.
Aurora to Nifa	272,000 lbs.
Bridge 5.76 cars greater than 272,000	10 MPH.
Chicago Lumber Yard	268,000 lbs.

Maximum height of any on-rail equipment or shipments to be handled between Cicero yard and 16th and Canal Bridge, Chicago, must not exceed the following measurements from top of rail at the locations and on the tracks designated:

#### 16th and Canal Bridge MP 1.38

Main 1	16 feet, 11 inches high
Main 2	16 feet, 6 inches high
South leg of south wye (B-1)	20 feet, 1 inches high
North leg of south wye (B-2)	17 feet, 11 inches high
North leg of wye (B-3)	17 feet, 11 inches high

#### CTA overcrossing MP 2.95

Main 1	20 feet 9 inches high
Main 2	20 feet 6 inches high
Main 3	21 feet 1 inches high
Main 4	21 feet 1 inches high

#### CTA overcrossing MP 4.6

Main 1	21 feet 1 inch high
Main 2	20 feet 11 inches high
Main 3	20 feet 9 inches high
Main 4	20 feet 8 inches high

#### BRC overcrossing MP 6.7

Main 1 including crossover	17 feet 3 inches high
Main 2	17 feet 3 inches high
Main 3 including crossover	17 feet 8 inches high
Main 4	20 feet 9 inches high
Track 5	21 feet 9 inches high

#### MJ overcrossing MP 6.73

Main 1	19 feet 11 inches high
Main 2	19 feet 8 inches high
Main 3	20 feet 0 inches high
Main 4	22 feet 10 inches high
Track 5	22 feet 10 inches high
26th Curve to Belt	21 feet 1 inch high

#### Laramie Street Bridge MP 7.49

Main 1	21 feet 8 inches high
TCF 1,2	21 feet 4 inches high
TCF 3,4,5,6	20 feet 7 inches high

#### CCP overcrossing MP 8.99

Main 1	20 feet 9 inches high
Main 2	20 feet 6 inches high
Main 3	20 feet 5 inches high
Yard Lead	20 feet 5 inches high

#### Highlands MP 16.44

Main 1	20 feet 10 inches high
Main 2	20 feet 8 inches high
Main 3	20 feet 6 inches high

#### EJE overcrossing MP 32.96

Main 1	20 feet 7 inches high
Main 2	20 feet 6 inches high
Main 3	20 feet 8 inches high

Six axle locomotives not permitted on industry tracks between Aurora and West Chicago

Between Aurora and West Chicago bridge derrick 975501 and 975502 not permitted.

Item 5d not permitted on following tracks:  
Between Chicago Union Station and Cicero  
Between Aurora and Nifa  
Chicago Lumber District

### 3. Type of Operations—

CTC —In Effect:

MP 0.8 to MP 41.0 Roosevelt Road to Montgomery

On Track 5 Cicero between MP 6.6 to MP 6.9; and on Track 6 Cicero between MP 6.8 to MP 6.9.

On Hill Yard North and South Leads between Aurora Transportation Center and West Eola.

TWC —

Chicago Union Station and Eola—Rule 405 applies.

Track Warrant received Aurora by conductor and engineer for trains 1200, 1202, 1204, 1206, 1208, 1210, 1212, 1214, 1216, 1218, 1220, and 1222 continues in effect for trains 1201, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299 and 1203, then trains 1230, 1232, 1238, 1242, 1244, 1248, 1250, 1252, 1254, and 1256.

Track Warrant received Aurora by conductor and engineer for trains 1268, 1270, 1272 continue in effect for trains 1265, 1267, 1269, then Trains 1274, 1276, 1278, then trains 1271, 1273, and 1275.

Track Warrant received Aurora by conductor and engineer for trains 1300, 1302, 1304, 1306, 1308, 1310, 1312, 1314, 1316, 1318, 1320, and 1322, continue in effect for trains 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319 and 1321.

Track Warrant received Chicago by conductor and engineer for trains 1205, 1207, 1209, 1211, 1213, 1215, 1219, 1223, 1225, 1237 and 1239 continue in effect for trains 1258, 1260, 1262, 1264, 1266, 1288, 1290, 1292, 1294, 1296, and 1298 then trains 1249, 1251, 1255, 1257, 1259, 1261 and 1263.

Track Warrants for Suburban Trains may be addressed to no more than four trains each, and will be addressed by schedule number.

#### Multiple Main Tracks—

MP 0.85 to MP 1.3	2 Main Tracks Roosevelt Road to Canal Street
MP 1.3 to MP 6.3	4 Main Tracks Canal Street to Cicero
MP 6.3 to MP 35.3	3 Main Tracks Cicero to West Eola
MP 35.3 to MP 41.0	2 Main Tracks West Eola to Montgomery

### 4. General Code of Operating Rules—

**Rule 10—** When condition in multiple main track territory is covered by track bulletin or general order, track flags will not be displayed, except red flag will be displayed when used in conjunction with Form B Track Bulletin.

**Rule 99—** When flagging is required, distance will be 1.5 miles.

**Rule 105—** Industrial Track between Aurora and West Chicago.

**Rule 107 —** Will not apply on the 1st Subdivision, the following will govern:

When trains operate by signal indication and the approaching train has no knowledge of a passenger train at station, trainmen in charge of passenger train at station must provide proper safeguards for passengers.

When suburban trains operate westward on Main 2 at Western Avenue, Cicero, Clyde, Lisle, Naperville and Route 59, it is the responsibility of the crew to check for passengers waiting on the north platform and wait for them to use the subway to board the train.

**Automatic Cab Signals—** Automatic Cab Signal Territory in effect for Suburban trains between Chicago and Aurora.

#### Communicating Signals

Suburban passenger trains Operating between Chicago Union Station and Aurora are equipped with communicating signals. Each car must be connected with the engine by a communicating signal appliance unless radio communication between the conductor and engineer is provided. The radio may be used in place of communicating signals to convey information.

The signals prescribed are illustrated by "o" for short sounds and "—" for longer sounds.

SOUND	INDICATION
(a) 00	When standing, start
(b) 00	When running, stop
(c) 000	When standing, back
(d) —	Running test completed, elsewhere, when running look back for hand signals. When standing, apply or release air brakes.

**Signal Rule Speed Modifications Aurora to Union Ave.—**

Following signal indications apply to freight trains operating between Aurora and Union Ave.:

Rule 234 Approach Medium .....	30 MPH.
Rule 236 Approach .....	30 MPH.
Rule 238 Diverging Approach Medium .....	30 MPH.
Rule 239 Diverging Approach .....	30 MPH.

**Whistle Signals—**

Between Chicago Union Station to MP 33.0 do not sound crossing whistle signal as prescribed by Rule 15(l) unless emergency requires, except when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of grade crossing. under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

**Markers—**

All Suburban locomotives equipped with red markers under head light, must have marker displayed when locomotive in trailing position.

**Engine Bell—** Between Chicago Union Station and Eola, the engine bell must be rung when approaching and passing thru station platforms or over pedestrian and street crossings.

**Rule 350(B)—**following switches are not equipped with electric locks:  
Main 3 — MP 24.25

**5. Trackside Failed Equipment Detectors (FED)—**

**A.** Protecting bridges, tunnels or other structures:

Brookfield—Westward MP 10.5 main 1 and 2.

**B.** Other FED locations:

**Plug Door Detectors—**

Pan Handle Bridge—Western Ave. MP 3.99 main 3 and 4.

California Ave. MP 4.35 main 3 and 4.

Albany Ave. MP 4.74 main 3 and 4.

These detectors detect open plug doors on Westward movements on main 3 and 4 between Western Ave. to MP 4.8.

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

In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

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

Westward trains between MP 15.0 to MP 16.0.

Westward trains between MP 31.0 to MP 32.0.

Eastward trains between MP 32.0 to MP 31.0.

**Highway Crossing Instructions—**

Following instructions will govern the automatic flashing light highway crossing signals and gates:

Eastward trains stopping between highway circuit sign and Signal Br. 14.4 must not exceed 15 MPH. between Signal Br. 14.4 and Brainard Ave. crossing.

When eastward freight trains on Main 1, 2, or 3 are required to stop by signal indication at Congress Park, stop will be made west of Signal Br. 14.4 at Brainard Ave.

Maple Avenue, west of Fairview Avenue, MP 20.6:

Westward trains on Main 1, stopping at Fairview Avenue to discharge passengers, must stop short of signal bridge immediately west of Fairview Avenue station.

Westward movements on Main 1, after performing switching at switch MP 22.3. west end of siding Downers Grove, or after being delayed between MP 22.3 and highway circuit Sign. located 400 feet east of Belmont Road, must not exceed 10 MPH with leading car or engine. between highway circuit sign and Belmont Road MP 22.6.

When eastward freight trains on Main 1, 2, or 3 are required to stop by signal indication at Downers Grove, stop will be made short of signal restart sign located at MP 23.2.

**Power Operated Switches—Not Equipped For Hand Operation —**

Before granting permission to proceed over a power operated switch, the control operator must know the switch is lined and locked for the route to be taken. Train will be instructed to proceed at restricted speed.

If control machine does not indicate that power operated switches are lined and locked for the route to be used, the control operator will instruct a member of the crew to proceed at restricted speed, stop short of switches in the route to be used so a crew member can get on the ground to examine the switches. If properly lined, one crew member will observe switches until leading wheels of movement are on the switch points, then proceed at restricted speed to the next signal. If switches are not properly lined, report to the control operator as it will be necessary for signal maintainer to line these switches.

Between Aurora and Union Avenue:

Any time a stop is made between the opposing absolute signals governing movement over power switches, a reverse movement or a forward movement after a reverse movement. must not be made without authority of the control operator.

**Amtrak Trackage—**

All movements on wye tracks, Amtrak trackage. at Canal Street connection will be governed by Amtrak signal indication.

Amtrak rules govern operation of trains and engines at Union Station and between Union Station and Roosevelt Road, MP 0.8.

Through Lumber Street interlocking, between Roosevelt Road and the south end of South Branch Bridge, be governed by Amtrak's Operating Rules and Instructions and by Amtrak Chicago Terminal Timetable Special Instructions. Lumber Street interlocking is controlled by Amtrak Train Director, Lumber Street.

**Standby Service for Suburban Passenger Equipment—6**

480-volt electrical standby service for suburban passenger equipment is located in "A" and "B" yard at 14th Street Coach yard Chicago. and Hillyard, Aurora.

Light indications over each track on electrical bridge indicate the following:

Green—Charging lines not plugged in.

Flashing Amber—Charging line plugged in but circuit breaker tripped.

Red—Charging line plugged in.

When either the red or flashing amber light is on the equipment on that track must not be moved.

Engines or cars may be coupled onto equipment which has a red or flashing amber light and it is the responsibility of the switchman or pilot to provide protection against movement of such standing equipment. It is the electrician's responsibility to ultimately remove standby if further movement is to be made.

**Excessive Exhaust Emissions—**

Between MP 9 to MP11.7 locomotives on westward trains will be operated in proper throttle positions to prevent excessive exhaust emissions.

Unless necessary, do not exceed throttle position 4 (four) and pause at least 30 seconds between throttle increases within the designated limits.

**Clyde Diesel Shop—**

Stop signs have been installed at the Clyde Diesel Shop indicating the limits of the power derail at the entrance to the diesel shop. All movements must stop before calling the diesel shop foreman who has direct control of the derail. TY&E personnel must identify themselves and their train I.D., or unit number, to the diesel shop foreman. They will be given permission to pass the derail, and they will be told on what specific track to leave their engines. These instructions must be repeated to the foreman immediately. Persons receiving permission to enter the diesel shop area must report when they are clear of the derail so protection can be restored. This is an insulated track derail which will not operate if engines are beyond the stop signs. All movements within the diesel shop area are to be made at restricted speed not exceeding 5 MPH. Do not couple into other equipment within the diesel shop area for any reason.

**Cicero Yard—** Member of crew must from a position on the ground protect shoving movement over following crossings:

1. Ogden Avenue ramp entrance at Eastbound yard office.
2. No. 1 lead at Clyde Yard Office and TOFC Crossings.

All head end movements at these locations bell should be sounded until movement over crossing has been completed.

**Between Cicero Depot and Clyde Depot—**

When eastward trains are to be stored on the main tracks, the head end of the train will stop west of the Cicero concrete platform so not to disrupt passenger loading at Cicero and Clyde.

**Aurora—** Member of crew must protect movement over Prairie Street, Pierce Street, and Aurora Avenues.

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

Name	Miles—Location	Capacity Cars	Switch Opens
71012 West Chicago	13.3 from Aurora	Yard	Both

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Fox River Subdiv BRANCH LINE		Distance from Montgomery
				Trk	Oper	
	20001		40.2	MONTGOMERY	JY	0.0
	71703		43.3	OSWEGO		3.3
	71709		49.4	YORKVILLE		9.4
	71716		56.0	MILLBROOK		16.1
	71720		59.6	MILLINGTON		19.6
	71724	60	64.4	SHERIDAN	TWC	24.4
4,200	71729		68.9	SERENA		28.9
5,400	71733		72.8	WEDRON		32.8
	71741		80.9	OTTAWA	ABKY	41.0
	71750		89.6	GRAND RIDGE	Y	49.6
	71758		96.2	STREATOR	Y	52.6

**BN Radio Channel No. 1 AAR Channel #66**  
in service on this Subdivision.

**Train Dispatcher Calls—Millbrook—24, Sheridan—23, Ottawa—72**

**1. Maximum Speed Permitted —**

	Freight
Montgomery to Ottawa	30 MPH.
Ottawa and Streator	20 MPH.
MP 40.8 to MP 41.7	25 MPH.
MP 75.7 and 76.0	25 MPH.
MP 79.2 and 83.3	10 MPH.
MP 95.6 and 97.6	10 MPH.
Item 1A, All Subdivisions, applies except between MP 77.6 to MP 97.6.	

**2. Bridge and Equipment Weight Restrictions—**

Maximum gross weight of car:

Montgomery to Ottawa	268,000 lbs.
Ottawa to Streater	263,000 lbs.
Item 5d not permitted.	

**Wedron—**Locomotives not permitted on coal trestle Wedron Silica Co..

**3. Type of Operation—**

**Rule 93—** Continuous yard limits in effect Ottawa MP 80.9 to Streater MP 96.2.

**TWC—** In effect:

MP 41.4 to MP 77.6.

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

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

**Rule 99—** When flagging is required, distance will be 1.5 miles.

**5. Trackside Failed Equipment Detectors (FED)—**

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations: NONE

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

**Ottawa—** Before proceeding over drawbridge 81.45 over Illinois River, all trains and engines must come to a full stop and then be governed by signals from the bridge tender.

**Streator—** Before crossing Mildred Street and First Street on north lead to Owens—Illinois Glass Co., stop and then proceed under protection of crew member on the ground.

In the state of Illinois, the last paragraph of Rule 103(C) of the General Code of Operating Rules is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 500 feet to road crossing.

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

Name	Miles—Location	Capacity Cars	Switch Opens
71731 Zemi	2.6 west of Sereno	20	West
71744 Hitt	2.7 west of Ottawa	15	Both

## SEATTLE DISPATCHERS OFFICE

Watts No.	Dispatcher	BN Phone No.
800-285-0053	Havre East Dispatcher	625-6403
800-285-0056	Havre West Dispatcher	625-6405
800-285-0059	Boyer West Dispatcher	625-6175
800-285-0057	Boyer East Dispatcher	625-6176
800-285-0061	Seattle East Dispatcher	625-6620
800-285-0062	Wishram East Dispatcher	625-6327
800-285-0064	Branch Line Dispatcher	625-6476
800-285-0065	Asst. Chief Dispr. Seattle to Spokane	625-6165
800-285-0067	Asst. Chief Dispr. Portland to Spokane	625-6622
800-285-0071	Asst. Chief Dispr. Spokane to Whitefish	625-6623
800-285-0072	Asst. Chief Dispatcher Montana Div.	625-6413
800-285-0073	Pacific Div. Chief	625-6246
800-285-0074	Mont. Div. Chief	625-6245
800-285-0076	Centralia North Dispatcher	625-6169
800-285-0078	Centralia South Dispatcher	625-6167
800-285-0079	Seattle Terminal Dispatcher	625-6621
800-285-0082	Wishram West Dispatcher	625-6323

The above WATTS numbers have coverage in the following states:  
WA, OR, ID, MT, ND, MN, SD, WY.

## NORTHTOWN DISPATCHERS OFFICE

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

## GALESBURG DISPATCHERS OFFICE

Dispatcher	BN Phone No.
East End	345-6405
C&I	345-6408
LaCrosse	345-6406

**SEATTLE DISPATCHERS OFFICE**  
Dial 8-265-0725

**Montana Division Branch Line Dispatcher Dial 1**

Between	Great Falls and Sweet Grass	Dial 1
Between	Mossmain and Great Falls	Dial 2
Between	Sipple and Lewistown	Dial 3
Between	Fort Benton and Great Falls	Dial 4
Between	Power and Choteau	Dial 5
Between	Eastham Jct and Fairfield	Dial 6
Between	Valier Jct and Valier	Dial 7
Between	Great Falls and Helena Jct	Dial 8
Between	Pacific Jct and Big Sandy	Dial 9

**Montana Division Havre West Dispatcher Dial 2**

Between	Columbia Falls and Somers	Dial 1
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**Montana Division Boyer East Dispatcher Dial 3**

Between	Eureka and Stryker	Dial 1
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**NORTHTOWN DISPATCHERS OFFICE**  
Dial 8-298-7700

**District No. 6 Dial 9**

Between	Nolan and Warwick	Dial 1
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**District No. 7 Dial 4**

Between	Berthold and Crosby	Dial 2
Between	Niobe and Boundry Line	Dial 2
Between	Stanley and Grenora	Dial 2

**District No. 8 Dial 5**

Between	Hinckley and North Branch	Dial 1
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**District No. 13 Dial 8**

Between	Dilworth and Surrey	Dial 6
Between	North Crookston Jct and Noyes	Dial 1
Between	Warroad and St. Hilaire	Dial 1
Between	Churchs Ferry and Rolla	Dial 2
Between	Rugby and Westhope	Dial 2
Between	Towner and Newburg	Dial 2
Between	Granville and Lorain	Dial 2
Between	Devils Lake and Hansboro	Dial 3
Between	Lakota and Sarles	Dial 3
Between	Larimore and Mayville	Dial 3
Between	Conway and Hannah	Dial 4
Between	Grand Forks and Neche	Dial 4
Between	Grafton and Walhalla	Dial 4
Between	Honeyford and Joliette	Dial 4
Between	Moorehead Jct and MN Jct	Dial 5
Between	Ada and Crookston Jct	Dial 5
Between	Reland Jct and Fertile	Dial 5

Base Stations	Channel	Hours in Operation
Seattle Disprs Office	1,2	Continuous
New Westminster, BC	1	Continuous
Disprs Office		
<b>Wayside Stations</b>		
Sandpoint	1,2	0600-2200 Mon thru Fri
Hauser	1,2	Unattended
Parkwater	1,2	Continuous
Yardley	1,2	Continuous
Erie Street	1,2	Continuous
Spokane	1,2	Continuous
Newport	1,2	Unattended
Kettle Falls	1,2	Continuous except closed 1600 Sat -0500 Mon
Newport	1,2	Unattended
Edwall	1	Unattended
Harrington	1	Unattended
Odessa	1	Unattended
Wilson Creek	1	Unattended
Ephrata	1	Unattended
Wenatchee	1,2	Continuous
Wenatchee West (Round Mtn)	1	Unattended
Cashmere	1	Unattended
Merritt	1	Unattended
Berne	1	Unattended
Cascade Tunnel	1	Unattended
Scenic	1	Unattended
Skykomish	1	Unattended
Monroe	1	Unattended
Everett		
Delta Yard	1,2	Continuous
Bridge 10 (Delta Jct)	1,2	Continuous
Depot	1,2	Continuous
Bayside Yard	1,2	Continuous
Mukilteo	2	Unattended
Richmond Beach	2	Unattended
Interbay	1,2	Continuous
Vancouver, BC	1	Unattended
New Westminster, BC	1,2	Continuous
Blaine	1,2	Continuous
Bellingham	1,2	Continuous, except closed 0001-0800 Sun.
Burlington	1,2	Unattended
Seattle		
Stacy Street Yard	1,2	Continuous
South Seattle	1,2	Continuous
Auburn	1	Unattended
Tacoma Yard	1,3	Continuous
Centralia	1,2	Continuous
Chehalis	1,2-UP	Unattended
Longview Jct	1,2	Continuous
Longview	1,2	Continuous
Kalama	1,2-UP	Unattended
Olympia (Centralia)	1	Unattended
Renton (Stacy Street)	1	Unattended
Sumas	2	0800-2300 daily
Aberdeen (Tacoma)	1,2	Unattended
Eima (Centralia)	1	Unattended
Ritzville	2	Unattended
Connell	2	Unattended
Pasco	2	Continuous
Yellepit	2	Unattended
MP 208 (Berrian)	2	Unattended
Plymouth	2	Unattended
Whitcomb	2	Unattended

Base Stations	Channel	Hours in Operation
Roosevelt	2	Unattended
Towal	2	Unattended
Wishram	1,2	Continuous
Lyle	1	Unattended
Bingen	1	Unattended
Stevenson	1	Unattended
Camas	1,2	Unattended
Vancouver	1	Continuous
Col. River Drawbridge	1	Continuous
Yard Office	1,2	Continuous
Portland		
Willamette Drawbridge	1	Continuous
Willbridge Yard	1,2	Continuous
Lake Yard	1,2	Continuous
Depot Yard	1,2	Continuous
Wishram (Celilo Bridge)	1	Continuous
Maupin	1	Unattended
South Jct	1	Unattended
Madras	1	Unattended
Redmond	1	Unattended
Bend	1	Continuous
Beal	1	Unattended
South Klamath Falls	1	Continuous
Malin	1	Unattended
Bieber	1	Unattended
St. Helens	1	0700-1600 Daily
Beaverton	1	Unattended
Salem	1	Unattended
Albany Yard	1	0600-0000 Mon -Sat
Eugene	1	0700-2300 Mon -Fri
Chicago 14th St Coach Yard	66	Continuous
Cicero Eastbound Yd Ofc	66	Continuous
Cicero Retarder Tower	66	70 for yard forces Continuous
Cicero Hump Tower	66	70 for yard forces Continuous
Cicero Roundhouse	66	70 for yard forces Continuous
Eola Yard Office	66	70 for yard forces
Ottawa	66&70	1600-2100 Mon. thru Fri. 0600-1500 Sat. Continuous Mon. thru Fri. 0700-1559 Saturday Unmanned
Rochelle	66	Continuous
Savanna	66	Unmanned
East Cabin	66	Continuous
Prairie du Chien	66	Unmanned
North LaCrosse	66	Continuous
Winnna Jct.	66	70 for yard forces Unmanned



## LINE SEGMENT NUMBERS

## YARD LINE SEGMENTS

Line Segment	Yard	Limits
438	Vancouver Jct -Rye	MP 0.0 to MP 3.7
471	Pasco Hump	
600	Vancouver, BC	
601	Sapperton Yard	Brunette Street to North Road
602	New Westminster	Brunette Street to Fraser River Br.
603	Bellingham	
616	Bellingham	Yard & Runaround
399	Bellingham	Ex- Milw Trackage to MP 4.9
604	Everett Yard	
605	Delta Yard	
606	Auburn Yard	
608	Tacoma	
609	Olympia	
610	Aberdeen-Hoquiam	
	-Cosmopolis	
611	Centralia	
612	Longview Jct	East of Bridge 0.59
613	Longview Yard	Br. 0.59 to Longview
470	Balmer Hump Yard	
620	Balmer Yard	
622	King Street	Duwamish Avenue to Royal Brougham
		Way all track east of Occidental Avenue South. North of Royal Brougham
		Way all depot tracks to South Portal
		Gaier Street to Argo interlocking
623	Stacy Street	
630	Pasco	
631	Pasco WFE	
632	Wishram	
633	Salem	
634	Albany	Foster
635	Eugene	
637	Bend O.T.	
638	Cascadia	
639	South Klamath	
640	South Klamath	White Line Yard
643	Vancouver, Washington	Vancouver to east end Columbia River Bridge
645	East St Johns	East end Columbia River Bridge to East end Willamette River Bridge
646	Willbridge	East end Willamette River Bridge to Gasco
646	Willbridge	East end Willamette River Bridge to Gasco (MP 5.6) 10 Kittridge Avenue
647	Portland	Kittridge Avenue to East Portland
651	Spokane	
652	Spokane Psgr	
655	Spokane WFE	Tracks 5 and 6 and crossovers to Main Line
656	Wenatchee	
656	Appleyard	
2119	Guilds Lakeyard	
2120	Portland Depot Tracks	

## OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
50	Everett Jct -Bayside. Delta Jct	32.1 to 37.1
50	Baliard-Fremont	
375	Huetter-Atlas	7.3 to 9.6
375	At Coeur d'Alene	12.5
382	Post Falls-Huetter	3.9 to 7.3
382	Atlas-Coeur d'Alene	9.6 to 12.5
401	Lakeview-Nisqually	0.0 to 11.6
403	Bromart-Snohomish	37.6 to 41.0
403	Sedro Woolley	86.8 to 85.8
404	Woodinville-Issaquah	0.0 to 18.8
409	Sedro Woolley-Burlington	0.0 to 21.3
409	Sedro Woolley-Concrete	21.3 to 44.0
411	Palmer Jct -Veazey	0.0 to 6.9
411	Orting-Meeker	28.1 to 33.3
417	Tilbury Line Jct -Tilbury	0.0 to 4.1
	Island Dock	
422	South Aberdeen -Markham	2.3 to 13.3
423	South Aberdeen -Cosmopolis	0.0 to 0.3
429	Stanwood-Twin City Food Spur	0.0 to 2.4
430	Seattle (So Jackson St.) - Stacy St -Argo (Via Colorado Ave Line)	0.0 to 3.3
432	Colebrook-Roberts Bank (BCR)	7.8 to 23.3
455	Lookout-Hambone (BN-MCR)	0.0 to 33.4
614	Hampton-Lynden	0.0 to 5.5

## BALLAST PITS

Line Segment	Limits
677	Auburn (East Auburn)
678	Belleville
683	Veazey
684	Cactus
688	Whitcomb-MP 174.0

## YARD LINE SEGMENTS

Line Segment	Yard	Limits
650	Whitefish	
700	Williston	
701	Havre	
702	Havre Diesel Shop	
703	Great Falls	
704	Lewistown Yard	

## YARD SEGMENT NUMBERS

Line Segment	Yard
465	Gavin Yard
560	Dilworth
561	Fargo
565	Minot Yard
566	Jamestown
520	Bemidji
521	Grand Forks
522	Crookston
526	Grand Forks WFE
527	Cass Lake
730	Bismarck
731	Mandan
732	Mandan Shop

## OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
23	Amenia-Vance	62.1 to 64.2
227	Portage Jct -Midland Jct Winnipeg	
243	Tilden Jct -Red Lake Falls	
266	Valley City Low Line	64.4 to 70.6
268	York-Wolford	0.0 to 14.0
272	Tatman Spur	0.0 to 16.7
287	Jamestown-State Hospital	
291	Fargo-Dakota Jct	4.2 to 5.5
291	JYJct-West Fargo	0.0 to 2.7
232	North Crookston Jct -Noyes Line	82.4 to 83.5
249	Highway 2-Calspur	90.2 to 98.5
274	Portland-Portland Jct	27.6 to 32.5

## BALLAST PITS

Line Segment	Limits
577	Roseau

## CHICAGO TERMINAL LINE SEGMENTS

Line Segment	Yard
463	Cicero Hump
800	Cicero
801	14th Street Coach
802	Western Avenue
803	Congress Park
804	Clyde Diesel Shop
805	Union Avenue Washer
825	Lumber District

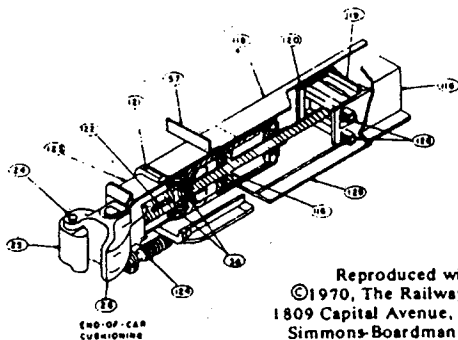
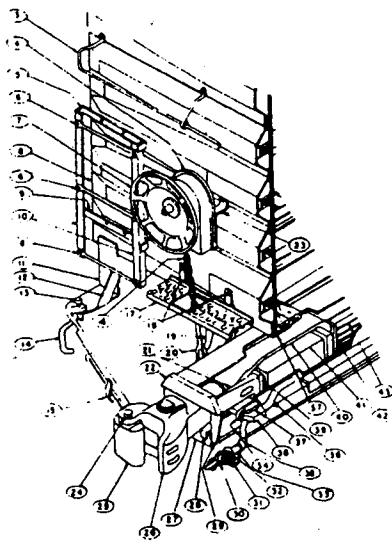
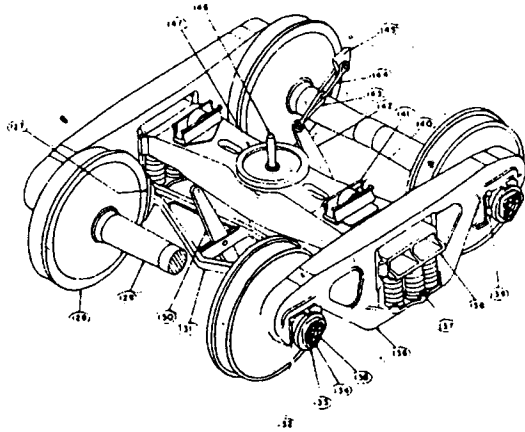
## YARD LINE SEGMENTS

Line Segment	Yard
806	C Eola
807	C Aurora-Includes Montgomery Industrial Park
808	C Hill Yard
810	LAX Savanna
811	LAX North LaCrosse
812	C Ottawa
813	C Streator
816	LAX Rockford
820	LAX Oregon
821	LAX Rochelle
826	LAX Winona
827	LAX Dubuque

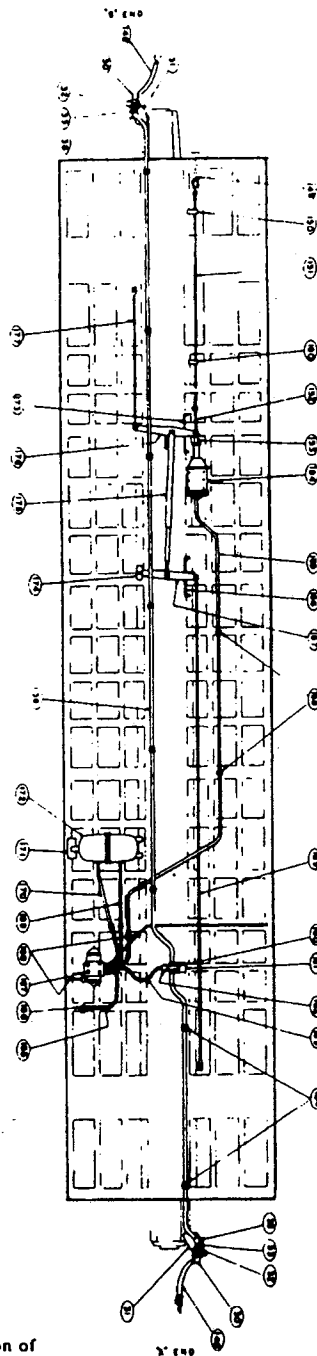
## OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
63	LAX Flag Center to Rockford	0.2 to 23.8
64	C Aurora-Nifa	0.0 to 3.5
65	C Aurora-West Chicago	0.0 to 12.2
66	LAX Oregon-Mt Morris	98.7 to 105.7
72	LAX East Dubuque-Dubuque	0.0 to 1.7

# CAR CHART



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3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
118. Hydraulic piston
119. Center sill
120. Back stop plate
121. Rear lug casting
122. Striker casting
123. Coupler key
124. Cushioning unit
125. Restoring mechanism
126. Inspection plate
127. Rear cross key
128. Brake shoe
129. Wheel
130. Axle
131. Truck live lever
132. Brake beam
133. Roller bearing adapter
134. Roller bearing end cap
135. End cap retaining bolt
136. End cap locking plate
137. Truck side frame
138. Truck spring
139. Truck bolster
140. Roller bearing assembly
141. Truck side bearing roller
142. Truck side bearing housing
143. Truck dead lever
144. Clevis at dead lever
145. Clevis at dead lever fulcrum
146. Dead lever anchor—underframe mounted
147. Center pin
148. Truck center plate cast integral with truck bolster
149. Air hose
150. Hand brake chain at bell crank
151. Hand brake rod guide
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/2"
170. Emergency reservoir pipe, 1/2"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

## GST CODE TO CAR KIND DESCRIPTION - FOR COMPANY SERVICE CARS SEE "GSTCS"

CODE	DESCRIPTION	CODE	DESCRIPTION
00A	Contrabox (open Sides)	G1	Gondola 50' Solid Bottom Fixed Ends
00B	Contrabox (Closed Sides)	G2	Gondola 40' Solid Bottom Fixed End
A4	Auto Box Less Than 49'8"	SG3	Gondola 50' Drop Bottom
A5	Auto Box 49'8" And Less Than 59'8"	G4	Gondola 40' Drop Bottom
A52	Auto Box 19'8" and Less Than 59'8" (Articulated 2 Cars)	G6	Gondola 60' And Over Solid Bottom Fixed Ends
A6	Auto Box 59'8" And Less Than 79'8"	GBD	Hopper Open 48' And Over Inside W/2 Rotary Couplers
A7	Auto Box 79'8" And Over	GBR	Hopper Open 4150 Cu Cap No Doors W/1 Rotary Coupler
B1	Box 50' 6' And 7' Single Door	GC	Gondola Covered
B2	Box 40' 6' And 7' Single Door	GE	Gondola 50' Solid Bottom Drop End
B3	Box 50' 8' To 12' Single Door (Plug Or Sliding)	GF	Gondola 60' And Over Solid Bottom Drop End
B4	Box 10'8" and 12 Single Door (Plug Or Sliding)	GS	Gondola Special Equipped Container, Perm Stakes Etc.
B5	Box 50' 12' And Over Door (Double, Plug Or Combination)	CS2	Gondola Special Equipped Container, Perm Stakes Etc.
B6	Box 40' 12' And Over Door (Double, Plug Or Combination)	GSD	Hopper Open 4000 Cu Cap W/2 Rotary Couplers
B7	Box 50' Double Sliding 12' Or More Door	GSH	Hopper Open For Unloading On Dumping Machine
B8	Box 40' Double Sliding 12' Or More Door 0070	GSR	Hopper Open 4000 Cu Cap W/1 Rotary Coupler
B9	Box 60' 6' To 12' And Over Doors (Single, Double, Plug, Comb Or Sliding)	H1	Hopper Open, Ore Car
BD	Box 40' Noninsulated Belt Rail Equipped For Cross Bars	H2	Hopper Open 50 Ton
BDC	Box 40' Noninsulated With Moveable Bulkheads	H4	Hopper Open 70 Ton
BE	Box 50' Noninsulated Belt Rail Equipped For Cross Bars	H4D	Hopper Open To 3899 Cu Cap W/2 Rotary Couplers
BEC	Box 50' Noninsulated With Moveable Bulkheads	H4R	Hopper Open To 3899 Cu Cap W/1 Rotary Coupler
BF	Box 60' And Over Noninsulated Belt Rail Eqpd For Cross Bars	H5	Hopper Open Less Than 3900 Cu Cap Over 175,000 Lb Capacity
BFC	Box 60' And Over Noninsulated With Moveable Bulkheads	H52	Hopper Open Less Than 3900 Cu Cap Over 175,000 Lb Capacity (Articulated 2 Cars)
BH	Pull Over Hopper Box Hopper	H5D	Hopper Open To 3899 Cu Cap W/2 Rotary Couplers
BG	Box 40' Single Plug Door W/Grain Access/General Purpose	H5R	Hopper Open To 3899 Cu Cap W/1 Rotary Coupler
BS	Box Special (Specific Service Or Special Design)	H6	Hopper Open Over 3900 Cu Cap Over 175,000 Lb Capacity
C2	Hopper, Covered Less Than 2200 Cu Cap—50 To 70 Ton	H6D	Hopper Open 4000 Cu Cap With W/2 Rotary Couplers
C2F	Hopper, Private, Covered Less Than 2200 Cu Cap 0 50 To 70 Ton Foreign Line Railroad	H6R	Hopper Open Over 3900 Cu Cap W/1 Rotary Coupler
C4	Hopper, Covered 2200 To 3899 Cu Cap 70 Ton	H9	Hopper Open Unique Design/Special Service
C4F	Hopper, Private Covered 2200 To 3899 Cub Cap 70 Ton	HS	Hopper Open Hart Selective Revenue Or Company Service
C5	Hopper, Covered To 3900 Cu Cap Over 175,000 Lb Cap	IC5	Flat Container Less Than 80'
C52	Hopper, Covered 3900 Cu Cap Over 175,000 Lb Cap (Articulated 2 Cars)	IC8	Flat Container 80' And Over
C55	Hopper, Covered 3900 Cu Cap Over 175,000 Lb Cap (Articulated 5 Cars)	IT5	Flat Tofc Less Than 80ft
C5F	Hopper, Private Covered 3900 Cub Cap Over 175,000 Lb Cap Foreign Line Railroad Controlled	IT8	Flat Tofc 80' And Over
C6	Hopper, Covered Over 3900 Cu Cap Over 175,000 Lb Cap	IX8	Flat Container 80' And Over 3—28' Pups
C6C	Hopper, Private, Covered Over 3900 Cu Cap Over 175,000 Lbs Cap Cars With OT5 Authority Prior To 10—15—89	IT9	Flat Tofc 89' And Over Twin 45' S
C6F	Hopper, Private, Covered Over 3900 Cub Cap Over 175,000 Lbs	IX9	Flat Tofc 89' And Over Twin 45's Or 3—28' pups
C6L	Hopper, Covered Jumbo Leased	H9D	Hopper Open Unique Design/Special Service W/2 Rotary Couplers
C60	Hopper, Private, Covered Over 3900 Cu Cap Over 175,000 Lbs Cap Cars With OT5 Authority After 10—15—89	IF5	Flat Tofc Less Than 80' Fixed Hitch
C6X	Hopper, Covered Over 3900 Cub Cap 286,000 Lbs Cap	IF8	Flat Tofc 80' And Over Fixed Hitch
C9	Hopper, Covered Unique Design/Spec Serv Over 5000 Cu Cap To 190,000 Lb Cap	IF9	Flat Tofc 89' And Over Twin 45's Fixed Hitch
C9F	Hopper, Private, Covered Unique Design/Spec Serv Over 5000 Cu Cap To 190,000 Lb Cap Foreign Line Railroad Controlled	IP9	Flat Tofc 89' And Over Twin 45's Or 3—28' Pups Fixed Hitch
C9M	Hopper, Covered Equipped Mechanical Refrigerator	IU5	Flat Tofc/Cofc Dual Purpose Less Than 80ft
CA	Hopper, Airlside Less Than 3000 Cu Cap	IU8	Flat Tofc/Cofc Dual Purpose 80ft And Over
CA2	Hopper, Airlside Less Than 3000 Cu Cap (Articulated 2000cars)	IU9	Flat Tofc/Cofc Dual Purpose Twin 45's
CAF	Hopper, Private, Airlside Less Than 3000 Cu Cap Foreign Line Railroad Controlled	IUX	Flat Tofc/Cofc 89' And Over Twin 45's Or 3—38' Pups
CB	Hopper, Airlside Over 3000 Cu Cap	I0D	Flat Cofc Articulated 10 Or More Platforms Double Stack
CB2	Hopper, Airlside Over 3000 Cu Cap (Articulated 2 Cars)	I1D	Flat Cofc 1 Platform Double Stack
CBF	Hopper, Private, Airlside Less Than 3000 Cu Cap Foreign Line Railroad Controlled	I2D	Flat Cofc Articulated 2 Platforms Double Stack
CR	Coke Rack	I3D	Flat Cofc Articulated 3 Platforms Double Stack
F2	Flat Bi-level Standard	I4D	Flat Cofc Articulated 4 Platforms Double Stack
F3	Flat Tri-level	I5D	Flat Cofc Articulated 5 Platforms Double Stack
F4	Flat Less Than 50'	I6D	Flat Cofc Articulated 6 Platforms Double Stack
F5	Flat 50' And Less Than 59'	I7D	Flat Cofc Articulated 7 Platforms Double Stack
F6	Flat 59' And Less Than 80'	I8D	Flat Cofc Articulated 8 Platforms Double Stack
F8	Flat 80' And Over	I9D	Flat Cofc Articulated 9 Platforms Double Stack
F9	Flat Articulated	I0C	Flat Cofc Articulated 10 Or More Platforms Single Stack
FA2	Flat Bi-level Fully Enclosed	I2C	Flat Cofc Articulated 2 Platforms Single Stack
FA3	Flat Tri-level Fully Enclosed	I3C	Flat Cofc Articulated 3 Platforms Single Stack
FB4	Flat Bulkhead Less Than 50'	I4C	Flat Cofc Articulated 4 Platforms Single Stack
FB5	Flat Bulkhead 50' And Less Than 59'	I5C	Flat Cofc Articulated 5 Platforms Single Stack
FB6	Flat Bulkhead 59' And Less Than 80'	I6C	Flat Cofc Articulated 6 Platforms Single Stack
FB8	Flat Bulkhead 80' And Over	I7C	Flat Cofc Articulated 7 Platforms Single Stack
FC6	Flat Center Beam Bulkhead Less Than 70'	I8C	Flat Cofc Articulated 8 Platforms Single Stack
FC7	Flat Center Beam Bulkhead 70' To 80'	I9C	Flat Cofc Articulated 9 Platforms Single Stack
FC8	Flat Center Beam Bulkhead Greater Than 80'	I0C	Flat Cofc Articulated 10 Platforms Single Stack
FE	Flat Chain Tie Down, Permanent Stakes Etc.	I2T	Flat Tofc Articulated 2 Platforms
FL	Flat Log Loading	I3T	Flat Tofc Articulated 3 Platforms
FS	Flat Special Not Controlled By AAR On CSD 439 (Perm Stakes Or Racks) Heavy Duty	I4T	Flat Tofc Articulated 4 Platforms
FS2	Flat Special Not Controlled By AAR On CSD 439 (Perm Stakes Or Racks) Heavy Duty (Articulated 2 Cars)	I5T	Flat Tofc Articulated 5 Platforms
FSA	Flat Special Controlled By AAR On Csd 439 Well Depressed (Perm Stakes Or Racks) Heavy Duty And Gen Purpose Flats Over 200,000 Lb Cap	I6T	Flat Tofc Articulated 6 Platforms
		I7T	Flat Tofc Articulated 7 Platforms
		I8T	Flat Tofc Articulated 8 Platforms
		I9T	Flat Tofc Articulated 9 Platforms
		I0U	Flat Tofc/Cofc Dual Purpose 10 Or More Platforms
		I2U	Flat Tofc/Cofc Dual Purpose 2 Platforms
		I3U	Flat Tofc/Cofc Dual Purpose 3 Platforms
		I4U	Flat Tofc/Cofc Dual Purpose 4 Platforms
		I5U	Flat Tofc/Cofc Dual Purpose 5 Platforms
		I6U	Flat Tofc/Cofc Dual Purpose 6 Platforms
		I7U	Flat Tofc/Cofc Dual Purpose 7 Platforms
		I8U	Flat Tofc/Cofc Dual Purpose 8 Platforms

## GST CODE TO CAR KIND DESCRIPTION - FOR COMPANY SERVICE CARS SEE "GSTCS"

CODE	DESCRIPTION
I9U	Flat Tofc/Cofc Dual Purpose 9 Platforms
PH	Box, Passenger
PO	Passenger Cars, Other
PR	Refrigerator, Passenger
R1	Refrigerator Regular Less Than 49'
R2	Refrigerator Regular Less Than 49'
R3	Refrigerator Mechanical Less Than 49'
R4	Refrigerator Mechanical Less Than 49'
R5	Refrigerator Insul 49' To 59' Belt Rail Eqpd For Cross Bars
R5C	Refrigerator Insul Box W/Moveable Bulkhead 49' To 59'
R6	Refrigerator Insul Less Than 49' Belt Rail Eqpd For Cross Bar
R6C	Refrigerator Insul Box W/Moveable Bulkhead Less Than 49'
R7	Refrigerator Insulated 59' To 79'
R8	Refrigerator Bulk Potato
R8M	Refrigerator Bulk Potato
R9	Refrigerator Insul 59' To 79' Belt Rail Eqpd For Cross Bars
R9C	Refrigerator Insul W/Moveable Bulkhead 59' To 79'
RB5	Refrigerator Bunkerless Unequipped 49' To 59'
RB6	Refrigerator Bunkerless Unequipped Less Than 49'
RB9	Refrigerator Bunkerless Unequipped 59' To 79'
RCO	Refrigerator Co2 Frozen Food Loading Rr Refrigerator w/Rack Or Rails
RR1	Road Railer - Dry Van W/Adapters0046
RR2	Road Railer - Chassis
RR3	Road Railer - Auto Rack
RR4	Road Railer - Dry Van (Mark IV)
RR5	Road Railer - Dry Van (Mark V)
SB	Box System Stock Cars Converted To Grain Use
T1	Tank 7000 Gal Capacity
T2	Tank 8000 To 9000 Gal Capacity
T3	Tank 10,000 To 11,000 Gal Capacity
T4	Tank 12,000 To 18,000 Gal Capacity
T5	Tank 19,000 To 21,000 Gal Capacity
T6	Tank 22,000 To 24,000 Gal Capacity
T7	Tank 25,000 To 27,000 Gal Capacity
T8	Tank 28,000 To 31,000 Gal Capacity
T9	Tank 32,000 Gal Capacity And Over
NOTE: TANKS LISTED BELOW BY GST CODE ARE SPEED RESTRICTED WHEN LOADED WITH HAZARDOUS MATERIALS	
TR1	Tank 7,000 Gal Capacity
TR2	Tank 8,000 To 9,000 Gal Capacity
TR3	Tank 10,000 To 11,000 Gal Capacity
TR4	Tank 12,000 To 18,000 Gal Capacity
TR5	Tank 19,000 To 21,000 Gal Capacity
TR6	Tank 22,000 To 24,000 Gal Capacity
TR7	Tank 25,000 To 27,000 Gal Capacity
TR8	Tank 28,000 To 31,000 Gal Capacity
TR9	Tank 32,000 Gal Capacity And Over
TRS	Tank Glass Lined
TS	Tank Glass Lined
TS2	Tank Glass Lined (Articulated 2 Cars)
WC	Wood Chip
XF4	Box 40' Eqpd W/Interior To Prevent Contamination
XF5	Box 50' Eqpd W/Interior To Prevent Contamination
XF6 & XF7	Box 60' Eqpd W/Interior To Prevent Contamination

## GSTCS CODE TO CAR KIND - GENERAL SERVICE DESCRIPTION SEE "GST"

CODE	DESCRIPTION	CODE	DESCRIPTION
MA3	Air Dump 30'	MF1	Flat, Univan, 7 Man
MA4	Air Dump 40'	MF2	Flat, Univan, 8 Man
MA5	Air Dump 50'	MF3	Flat, Univan, 10 Man
MBA	Box, Air Repeater (BNH Car Series)	MF4	Flat, 40' General Service
MBB	Box, Bulk, 8 Man, Converted	MF5	Flat, 50' General Service
MBC	Box, Coal	MF6	Flat, 60' General Service
MBD	Box, Diner, Converted	MF7	Flat, 70' General Service
MBF	Box, Foreman, Converted	MF8	Flat, 80' General Service
MBG	Box, Grocer, Commissary	MF9	Flat, 90' General Service
MBI	Box, Ice Cars, Insulated	MGP	Gondola, Panel, Rail Or Track
MBK	Box, Kitchen Converted	MGS	Gondola, Scale Test Cars
MBL	Box, Lubricator, Rail	MGT	Gondola, Tie Service
MBM	Box, Mail, Company	MGW	Gondola, Wedge Plow
MBO	Box, Outfit, Tool	MG1	Gondola, Wheels, Second Hand, All Equipment
MBR	Box, Mini-train Transport	MG4	Gondola, 40' General Service
MBS	Box, Shower, Converted	MG5	Gondola, 50' General Service
MBT	Box, Truck Car, Diesel Engine	MG6	Gondola, 60' General Service
MBV	Box, Vegetation Control, Chemicals, Supplies	MG7	Gondola, 70' General Service
MB1	Box, 40' Unequipped, General Service	MCA	Hopper, Covered, Sand, Bottom Drop, Air Pressure
MB2	Box, 50' Unequipped, General Service	MCC	Hopper, Covered, Sand, Center Bottom Drop, Gravity Unload
MB3	Box, 40' Equipped, General Service	MHS	Hopper, Open, Ballast, Hart Selectives
MB4	Box, 50' Equipped, General Service	MJS	Jordan Spreader, Without Ditcher
MB5	Box, Sand Service	MJ1	Jordan Spreader, With Ditcher
MB6	Box, Cranes, Derricks And Wrecker Service	MLL	Locomotive, MOW
MC1	Crane, 25 Ton	MLP	Plow, Rotary
MC2	Crane, 30 Ton	MPA	Passenger, Business Cars (BNA Car Series)
MC3	Crane, 40 Ton	MPB	Passenger, Bunk, 10 Man, Converted
MC4	Crane, 50 Ton	MPC	Passenger, Combination Kitchen, Diner And Bunk
MC5	Crane, 55 Ton	MPD	Passenger, Diner, Converted
MC6	Crane, 100 Ton	MPG	Passenger, Grocery, Commissary
MCT	Flat, Concrete Tie	MPK	Passenger, Kitchen, Converted
MDD	Dozer, Plow	MPL	Passenger, Buffet, Converted
MD1	Derrick, 150 Ton	MPO	Passenger, Outfit
MD2	Derrick, 160 Ton	MPS	Passenger, Storage Cars
MD3	Derrick, 200 Ton	MPT	Passenger, Tool Cars
MD4	Derrick, 250 Ton	MP1	Passenger, Detector Cars, Magnetic
MFA	Flat, Auto Loader	MP2	Passenger, Detector Cars, Ultra-sonic
MFB	Flat, Boom Car	MP3	Passenger, Track Geometry Cars
MFC	Flat, Caterpillar Tractors	MP4	Passenger, Air Brake Instruction Cars
MFD	Flat, Ditcher Equipment	MP9	Pile Drivers
MFE	Flat, Excavator Equipment	MRP	Plow, Russell
MFG	Flat, Generator Transport, Diesel Engine	MSB	Shoulder Ballast Cleaner
MFH	Flat, Locomotive Trucks	MSS	Scale Test Cars
MF1	Flat, Idler	MTA	Tank, Fire Cars
MFK	Flat, Kitchen, Univan	MTC	Tank, Creosote
MFL	Flat, Diner, Univan	MTD	Tank, Diesel Fuel And Lube Oil
MFM	Flat, Bolted Rail Service	MTG	Tank, Gasoline Only
MFO	Flat, Outfit, Tool	MTJ	Tank, Journal Oil
MFP	Flat, Panel, Rail	MTV	Tank, Vegetation Control Chemicals
MFR	Flat, Rail, Welded	MTW	Tank, Water Service
MFS	Flat, Long Rail Only, Engineering	MT1	Tank, Cleaner Chemicals
MFT	Flat, Tie, Bulkhead	MT2	Tank, Dirty Or Drain Oil, Waste Diesel Fuel And Furnace Oil
MFU	Flat, Wheels, Diesel Engine	MT3	Tank, Used Mineral Spirits
MFV	Flat, Wheels, Freight Cars	MT4	Tank, Water Treatment Chemicals
MFW	Flat, Wheels, Passenger Cars	MT5	Tank, Miscellaneous Service
MFX	Flat, Univan, 2 Man	MUC	Caboose Conversion, 4 Man Living Car
MFY	Flat, Univan, 4 Man		
MFZ	FLAT, UNIVAN, 6 MAN		

LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES
0003 64.89	M/O OF C&NW crossing at Shabbona, IL	J 1002	0025 .60 1.90	M/O of the Mississippi St signal units in St. Paul from 7th St to Mississippi St	J 0214
0003 83.20	Switching time moving cars received from & forwarded to Del Monte Plant #199 at Rochelle, IL	J 1040	0025 2.30	M/O of SOO LINE Jct Switch #24 in St. Paul from 7th St to Mississippi St	J 0213
0003 185.25	Maintenance of ICG crossing at East Dubuque, IL	J 1033	0025 11.20 11.37	M/O of xover & connecting track to SOO LINE at Shoreham Yard	J 0087
0003 236.99 236.99	M/O of crossing diamond at Crawford near Prairie Du Chien, WI	J 1051	0025 11.70 21.00	M/O of xing signs from University to Coon Creek, MN. Expense is currently flat rated. Actual costs used for comparison only.	J 0187
0003 349.50	Maintenance of signals at Dairyland Power Co, Alma, WI	O85CH000001	0025 11.70 21.00	M/O of M/L, passing tracks, xovers, CTC, bridges & communications	J 0190
0003 427.75	M/O of Northtown control & microwave circuitry from Northtown to Hoffman Ave Interlocker	J 0208	0025 11.70 21.00	M/O of industry, sidings & yard T/O's from the M/L	J 0191
0003 427.75 430.00	M/O of AB signals between 3rd St & signal switches from 3rd St to SOO LINE Jct near Jackson St in St. Paul	J 0210	0025 11.70 21.00	Handling miscellaneous material where use is undetermined	J 0192
0003 427.75 430.00	M/O of AB signals between 3rd St & signal 2.8 just west of SOO LINE Jct in St. Paul	J 0215	0025 21.10	M/O of the interlocker at Coon Creek	J 0193
0003 429.00 430.00	M/O of industry & yard switches leading from Mississippi St & SOO LINE Jct including Switch # 10 near 3rd St in St. Paul	J 0211	0025 57.10	Cost to inspect spur track for Northern States Power Co. at Becker, MN - BN 2795	O85MN000001
0003 429.10 429.70	M/O of Track # 1 from Hoffman Ave to Division St including xover and switch to Track # 1 at Hoffman Ave.	J 0206	0025 95.20	Maintenance of drainage system between SOO crossing of BN tracks & Mississippi River	J 0160
0003 429.10 430.00	M/O of Division St Interlocking in St. Paul	J 0207	0025 210.10	M/O of interlocker at Detroit lakes	J 0401
0003 429.10	Certain dispatcher's wages for control of the Hoffman Interlocker in TC Terminal, MN	J 0604	0027 91.50	M/O of M/L (SOO LINE) industry track, SOO LINE xing on 'Hole' track, & SOO switch at Aitkin, MN	J 0316
0003 429.70	M/O of industry T/O at Division St in St. Paul	J 0205	0027 101.90	Maintenance of Deerwood Yard tracks	J 0317
0003 429.70 430.00	M/O of Track # 1 and W/B M/L from in Division St to 3rd St including xover & switches to W/B M/L at Division St.	J 0204	0028 9.40 12.60	M/O of M/L's, bridges & signals. The WB from the xover at Boylston through & including connection at M&J Jct. The EB from Saunders W Lead T/O to SOO connection at M&J Jct. Includes all 3 M/L xovers but excludes T/O to Allouez line.	J 0360
0022 .05	M/O of signal units at 7th St in St. Paul	J 0066	0028 9.40 136.90	Certain dispatchers wages for control of the line from University Ave, Mpls to M&J Jct in Superior, WI (vs SOO LINE)	J 0605
0022 1.00 1.50	M/O of signal units at Westminster	J 0070	0028 9.40	M/O of exclusive switch & maintenance of connecting track to SOO LINE at M&J Jct (280 feet including 1 #11 T/O) Saunders, WI	J 0363
0022 1.40 7.00	M/O of exclusive T/O's to C&NW yards between Westminster St & St. Anthony	J 0063	0028 10.30	M/O of interlocker, T/O & 413.4 feet of track at MILW connection to DM&IR over SOO track.	J 0358
0022 1.40 7.00	M/O of industry & yard T/O's from M/L between Westminster to St. Anthony	J 0064	0028 10.30	Maintenance & utilities of Saunders Tower & interlocker. Expenses are currently flat rated. Costs used for comparison only; Superior, WI	J 0221
0022 1.40 7.00	Dispatchers wages for control of the 'short line' TC Terminal, Mn (vs C&NW)	J 0600	0028 10.30	Repairs to radios at Saunders Tower	J 0222
0022 1.40 7.00	Dispatchers wages for control of the 'short line' TC Terminal, MN (vs SOO LINE)	J 0601	0028 10.30	Operation of the Saunders Tower including wages of towerman T/R 522-106, Pos 001, 002 & 003	J 0356
0022 1.50 1.80	M/O of signal units at Mississippi St	J 0071	0028 11.14 136.90	Dispatchers wages for control of line from Mpls Jct to Saunders W Lead T/O in Superior, WI (vs C&NW)	J 0607
0022 1.80 7.00	M/O of AB signals from Mississippi St to St. Anthony	J 0072	0028 11.40 136.90	M/O of M/L passing & xover tracks, switches, bridges, signals, poles, wires & related apparatus from Saunders Yard W lead T/O on the EB M/L to Coon Creek	J 0231
0022 2.90	Maintenance of Bridge 2.9 at Western Ave	J 0090	0028 11.14 136.90	M/O of industry, siding & yard T/O's from M/L & passing tracks, from Saunders Yard W lead T/O to Coon Creek	J 0234
0022 3.00	Maintenance of Bridge 3.0 at Como Ave	J 0074	0028 11.14 136.90	Maintenance of roadway buildings from Saunders Yard W lead T/O to Coon Creek	J 0238
0022 4.90	Maintenance of Bridge 4.9 at Hamline Ave	J 0085	0028 11.14 136.90	M/O of xing signals between Saunders Yard W lead T/O & Coon Creek. Currently flat rated vs the SOO and C&NW	J 0239
0022 6.90	Maintenance of Bridge 6.9 at Raymond Ave	J 0091	0028 71.90	M/O of station at Hinckley, MN	J 0244
0022 7.00	M/O Minnesota Transfer xing at St. Anthony	J 0061	0028 136.90	M/O of CTC interlocker at Coon Creek, MN	J 0193
0022 7.00	M/O of signal units at St. Anthony	J 0068	0031 31.20	M/O of SOO LINE interlocker at Erskine, MN	J 0402
0022 11.40 12.28	M/O of exclusive T/O's to C&NW yards between 1st N & Washington Ave in Minneapolis	J 0063	0033 89.30	M/O of interlocker in Grand Harbor, ND near Devils Lake, ND	J 0164
0022 195.00	M/O of interlocker & xing signals at Tintah	J 0161			
0025 .00 2.30	M/O of M/L tracks, xovers, switches from 3rd St to SOO LINE Jct near Jackson St in St. Paul	J 0210			
0025 .00 2.30	M/O of industry & yard switches leading from M/L tracks between Mississippi St, and SOO LINE Jct including Switch #10 near 3rd St	J 0211			
0025 0.00 2.30	Certain dispatchers wages for control of the M/L from SOO LINE Jct to TC Terminal, MN	J 0603			
0025 .00 2.80	M/O of AB signals and related apparatus between 3rd St and Signal 2.8 just west of SOO LINE Jct in St. Paul	J 0215			

LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES
0034 182.00	M/O of interlocker in Norfolk, ND near Karlsruhe, ND	J 0165	0052 .00 43.50	M/O of M/L, xovers, passing tracks, tunnels, bridge, ABS, CTC switches, signals, xing signals, & communications pole line wire maintenance from Reservation to Tenino Jct, WA	J 5174
0035 .50	M/O of interlocker and tower in Minot, ND	J0163	0052 .00 43.50	Labor & material for maintenance performed below the ties on Bridges 3, 3.1, 4, 14, 16, 23, 30, 33, 33.1, 40 & 42 from Reservation to Tenino Jct, WA (These are temporary bridges)	J 5175
0037 1481.60	M/O CTC signals on M/L between Spokane & Fish Lake, WA	J 5141	0052 .00 43.50	Expenses for utilities (electric, gas, water, sewer and so on) from Reservation to Tenino Jct, WA	J 5180
0045 60.30	M/O of certain joint trackage at Velox, WA, known as Spokane Industrial Park	J 5193	0052 .00 43.50	Dispatchers wages for control of line from Reservation to Tenino Jct (Point Line)	J 5807
0046 .00 1.10	M/O CTC signals on M/L between Spokane & Fish Lake, WA	J 5141	0052 43.50 136.50	Dispatchers wages for control of line from Tenino Jct to Vancouver (M/L)	J 5808
0047 .00 9.90	Dispatchers wages for control of line from Vancouver to Portland	J 5809	0052 .30	Wages of operator at Tacoma T/R 542-121 Pos 114, 206 & 306 & utility expense	J 5186
0047 .40 .91	Maintenance of Portland Terminal RR Co AB signals on Portland Ave	J 5190	0052 18.30	Maintenance of signal at Solo Point - U.S. Army DFAE near Ketron	O85PA000002
0047 1.21 3.36	M/O of M/L trackage between Wilson St & Kittridge Ave in Portland	J 5183	0052 24.40	Painting the Nisqually River Bridge #25	J 5199
0047 8.10	M/O of Switch 9 in No. Portland, OR, called "N Rivergate Connection"	J 5021	0052 28.20	Maintenance of Switch 20 at St. Clair, WA	J 5076
0047 8.10	Electric service in the telegraph office at N Portland Jct	J 5086	0052 34.60	Maintenance of exclusive UP switch at E Olympia, WA	J 5092
0047 8.10 9.40	M/O of M/L track switches, bridge & signals between UP M/L connection &/or side of Columbia River Draw	J 5081	0052 34.90	M/O of xing signals at S Rich Road, E Olympia, WA	J 5207
0047 8.10 9.90	Dispatchers wages for control of line from Vancouver to N Portland	J 5802	0052 36.55	M/O of xing signals at S Rich Road, E Olympia, WA	J 5206
0047 8.90	M/O of Switch 6 in N Portland, OR, called the Peninsula Terminal	J 5083	0052 43.50 136.50	M/O of M/L switches, tracks, xovers, passing tracks, tunnels, permanent bridges, buildings, ABS, CTC signals, xing signals, communication pole line wire maintenance between Tenino Jct & Vancouver, WA	J 5166
0047 9.40 9.90	M/O track, bridge & signals between Washington side of Columbia River Draw & Wye switches	J 5082	0052 43.50 136.50	Expenses for utilities (electric, gas water sewer and so on) from Tenino to Vancouver, WA and miscellaneous charges at Kelso	J 5170
0047 9.90 9.90	Wages of train operators in Vancouver, WA, T/R 542-200, Pos 102, 202 & 302	J 5084	0052 54.00	Wages of personnel & utilities in Centralia, WA, where various percents of expense incurred are billable VS UP Bill 1100685 based on monthly car counts between Tenino & Vancouver, WA T/R 542-706, Pos 100, 102, 202, & 302	J 5197
0047 365.80	M/O & inspection of switch at Fish Lake, WA Jct	J 5140	0052 95.80	M/O of yard Tracks 2, 3, 4, 5, 6, 7, & 8 and connecting switches at Rocky Point, WA, called "Rocky Point Interchange Tracks"	J 5088
0047 365.00 375.10	M/O of the CTC signals on M/L between Spokane & Fish Lake, WA	J 5141	0052 97.30	Maintenance of xing signals at Garden Road, Kelso, WA	J 5208
0050 .2 1.4	M/O of xing signals on Clay, Broad, Vine & Wall Sts near N Portal, Seattle, WA	J 5008	0052 101.10	Wages of general clerks at Longview Jct, WA T/R 542-708, Pos 103, 203 & 303	J 5203
0050 28.90	Clean, oil & adjust switches at Everett Boeing Co. PO Y214204-0730N	O85PA000006	0052 107.50	Unusual & extraordinary expenses for joint switching at Kalama, WA	J 5094
0051 38.20 40.10	Maintenance of exclusive UP switch to BN M/L at Reservation, WA	J 5169	0052 122.00	Maintenance of certain UP-owned industry trackage at Ridgefield, WA	J 5045
0051 38.20 40.10	Maintenance of switches between Reservation & Tacoma, WA	J 5171	0052 134.10	Maintenance of signal at Fruit Valley Road near Vancouver, Frito Lay Inc	O85PA000001
0051 38.20 40.10	M/O of M/L, xover, passing tracks, tunnels, bridges (See J5175 exception), buildings, ABS, CTC signals, xing signals, communications pole line wire maintenance from Reservation to Tenino Jct, WA	J 5174	0052 136.01 136.05	M/O of two overpasses at 26th St yard at Vancouver, WA	J 5179
0051 38.20 40.10	Labor & material for maintenance performed below the ties on Bridges 3, 3.1, 4, 14, 16, 23, 30, 32, 33, 33.1, 40 & 42 from Reservation to Tenino Jct, WA	J 5175	0052 134.90 136.50	Maintenance of 38th St xing including signals at Vancouver, WA	J 5178
0051 38.20 40.10	Expenses for utilities (electric, gas, water, sewer, and so on) from Reservation to Tenino Jct, WA	J 5180	0053 .00 152.00	Wages & all other expenses incurred by electric technician at Wishram to Bend, OR	J 5102
0051 38.20 40.10	Dispatchers wages for control of line from Reservation to Tenino Jct, WA	J 5807	0053 .00 152.00	Wages & all other expenses incurred by district lineman at Wishram to Bend, OR	J 5103
0051 39.70	Maintenance of four tracks at 'D' St xing, including xing signals, Tacoma, WA	J 5172	0053 .00 152.00	Dispatchers wages for control of line Wishram to Bend	J 5804
0051 39.80	Maintenance of three tracks at Dock St xing, including xing signals at Tacoma, WA	J 5173	0053 .40	Wage & supplies for operation of Celilo Drawbridge	J 5132
0052 .00 00.30	Maintenance of exclusive UP switch to BN M/L at Reservation, WA	J 5169	0053 .40	Cost of electricity used by Celilo Drawbridge & Interlocker	J 5134
0052 .00 5.30	Maintenance of switches between Tacoma & Ruston, WA	J 5171	0053 1.00 74.89	Extinguishing fires caused exclusively by UP trains on M/L between OT Jct & Davidson, OR	J 5131



LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES
0053 1.00 74.89	Labor for operation of switches (cleaning & oiling) & operation of signals & xing signals between OT Jct & Davidson, OR ** (maintenance is not reportable - maintenance is a flat rate charge)**	J 5135	0056 137.32	M/O of side track & signals between M/L xover switch to the Tilbury Island line spur near Townsend, BC called 'Section A to B'	J 5022
0053 1.00 74.89	Claims for livestock killed when responsible train is unknown on M/L (Maupin Line) between OT Jct & Davidson, OR ** (cost of claim only is recollectable - no other expense is reportable)**	J 5136	0056 137.32 139.31	M/O of M/L track, bridges & signals between side track xover near Townsend & CN xover near Brownsville, BC, called "Section B to D"	J 5023
0053 1.00 74.89	Claims for livestock killed by UP train on M/L (Maupin Line) between OT Jct & Davidson, OR ** (cost of claim only is recollectable - no other expense is reportable)**	J 5138	0056 137.32 156.00	M/O of communication systems between Brownsville & Vancouver, BC	J 5041
0053 74.89 85.30	M/O track, switches, buildings & appurtenances between Davidson & S Jct, OR	J 5105	0056 140.10 141.32	M/O of M/L track, bridges & signals between CP xover to CN near Brownsville & S End Fraser River Bridge SW near New Westminster, BC, called "Section D to E"	J 5026
0053 74.89 85.30	Dispatchers wages for control of Line Davidson to S Jct, OR	J 5803	0056 143.50 151.80	Dispatchers wages for control of M/L from Sapperton Yard to Willingdon Jct, BC	J 5801
0053 104.70	Derailments & personal injuries for joint switching assignments at Madras, OR	J 5231	0056 143.89 144.04	M/O of M/L track & signals between N End Fraser River Bridge Connection & Penitentiary xing in New Westminster, BC	J 5027
0053 109.29 152.00	Wages & all other expenses incurred by electric technician between Metolius & Bend, OR	J 5100	0056 143.89 155.90	Dispatchers wages for control of M/L between the Fraser River Bridge & CN Depot in Vancouver, BC	J 5800
0053 109.29 152.00	Maintenance of M/L tracks & bridges between Metolius & Bend, OR	J 5108	0056 144.04 145.30	M/O of M/L side & Fraser Mill Spur track, bridges & signals between the Penitentiary xing & CP Jct, in New Westminster, BC, known as Zone L	J 5049
0053 109.29 152.00	M/O of switches & xing signals M/L tracks between Metolius & Bend, OR	J 5110	0056 145.30 151.80	M/O of M/L & side track, bridges & signals between the CP Jct near Sapperton Yard & Willington Avenue in Vancouver, BC, known as Zone K	J 5050
0053 109.29 152.00	M/O of switches & M/L passing tracks including xing signals between Metolius & Bend, OR	J 5213	0056 151.80	M/O of Switch 171 & trackage to R/W at Willington Jct in Vancouver, BC	J 5060
0053 109.70	Derailments & personal injuries for joint yard switching assignments at Metolius, OR	J 5232	0056 151.80 155.90	M/O of M/L & side tracks, bridges & signals between Willington Ave & CN station in Vancouver BC called Zone J	J 5054
0053 109.70 152.00	Dispatchers wages for control of line Metolius to Bend, OR	J 5805	0063 11.70 23.78	Maintenance of M/L tracks between & Rockford, IL	J 1003
0053 114.50	M/O highway xing - 'C' St, Culver, OR	J 5210	0063 21.70	Maintenance of switch at Peoples Ave in Davis Jct Rockford, IL	J 1017
0053 129.00	M/O highway xing - Terribonne, CO	J 5211	0063 21.90	Maintenance of N & S xover switches at Blackhawk Ave Rockford, IL	J 1016
0053 129.00	Maintenance of signal at Smith Rock, Deschutes County near Terribonne, OR	O85PO000003	0071 .85 9.00	M&O of M/L tracks, bridges, xovers & T/L's between Roosevelt Road, Chicago & LaVergne	J 1901
0053 131.30	M/O of xing signal at NE O'Neil Way in Prineville, OR	J 5205	0071 1.40	M&O of the airline approach track at Union Ave, Chicago, IL	J 1000
0053 131.40	M/O xing signals NE O'Neil Way in Prineville, OR	J 5209	0071 1.4	Gas furnished switch heaters on the airline approach tracks at Union Ave, Chicago, IL	J 1001
0053 134.10	M/O highway xing at Antler St, Redmond, OR	J 5212	0071 1.4	Extraordinary or unusual expense for M/O of interlocker at Union Ave, Chicago, IL	J 1025
0053 134.10	Derailments & personal injuries for joint yard switching assignments at Redmond, OR	J 5233	0071 1.4	M/O of BOCT Interlocker	J 1008
0053 152.00	Maintenance of Bend, OR depot including janitor work by BN	J 5115	0071 9.10 36.10	M/O of M/L tracks, bridges, xovers & T/O's between LaVergne & Aurora, IL	J 1902
0053 152.00	Maintenance of REA building, RHO, scale & scale house at Bend, OR	J 5116	0071 28.40	Disb & Auto Service, Inc proportion of utilities at 1704 W Jefferson Ave in Naperville, IL	O85CH000004
0053 152.00	Maintenance of tool house & section headquarters at Bend, OR	J 5117	0202 1.50	M/O Penn Ave Interlocker in Minneapolis	J 0100
0053 152.00	Wages depot & telegrapher force & operation of Bend, OR station T/R 542-700 Pos 101,102,103,106,201,202,301 & 303	J 5119	0214 75.40	M/O of station at Hinckley, MN	J 0244
0053 152.00	M/O highway xing at 'O' St & Evergreen St & NE Revere St & Cookley Rd at Bend, OR	J 5313	0214 148.80 149.30	M/O of DM&IR connection at 26th Ave W, Bridge 148.1 under BN R/W at 32nd Ave W	J 0273
0055 88.00 91.00	M/O of trackage & facilities in the Bieber, CA, yard	J 5162	0214 150.00 151.00	M/O of M/L's, Dicks 1 & 2, bridges & signals from 21st Ave to Garfield Ave. Duluth, MN	J 0349
0055 89.50	M/O of terminal in Bieber, CA	J 5163	0214 150.00 151.00	M/O of all switches including the Depot main switch, Duluth, MN	J 0313
0055 89.50	Cost of telephone charges at the Bieber, CA, terminal	J 5192	0216 7.00 9.50	M/O of M/L tracks, xovers & switches from St. Anthony to Minneapolis Jct	J 0061
0055 91.00	Cost of utilities at Bieber Terminal	J 5164	0216 7.00 9.50	M/O of industry & yard T/O's from the M/L between St. Anthony & Minneapolis Jct	J 0064
0056 130.50 131.60	M/O of track & signal facilities of British Columbia Harbors Board on BN R/W at Colebrook, BC	J 5035	0216 7.00 9.50	M/O of M/L AB signals, xing signals & related apparatus from St. Anthony to Minneapolis Jct	J 0073
0056 130.78 131.57	M/O of various switches on BN trackage at Colebrook, BC	J 5037			
0056 130.78 131.57	Unusual & extraordinary expense for track, signals & switches at Colebrook, BC	J 5038			

LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES
0216 7.00 9.60	Dispatchers wages for control of the 'short line' TC Terminal, MN (vs C&NW)	J 0600	0237 24.40 24.80	Maintenance of 2,442 feet of tracks including T/O at Coleraine	J 0015
0216 7.00 9.60	Dispatchers wages for control of the 'short line' TC Terminal, MN (vs SOO Line)	J 0601	0238 115.80 119.50	Maintenance of track, T/O and 4th Ave OH Bridge, between Emmert Jct & Scranton Mine in Hibbing, MN	J 0018
0216 8.00 11.30	M/O of exclusive T/O's to C&NW yards between Westminster St & 1st St N	J 0063	0238 115.80 119.50	M/O of AB signals & xing signals & related apparatus between Emmert Jct & Scranton Mine in Hibbing, MN	J 0020
0216 8.80	Maintenance of Bridge 8.8 at 15th Ave SE	J 0093	0238 120.50	M/O of T/O (Hull-Rust Yard connection) near St. Louis Ave Bridge in Hibbing	J 0019
0216 8.80	Cleaning of switches for University of Minnesota	O86MN000008	0245 90.50	Mtce of station, telephones, various utilities and misc expenses at Noyes, MN	J0005
0216 9.20	Maintenance of Bridge 9.2 at 10th & Como	J 0085	0245 90.50	Exclusive SOO Line long distance telephone charges at Noyes, MN	J0303
0216 7.00 9.50	Maintenance of Bridge 9.5 at Hennepin Ave, a0.5 at 7th Ave., A0.6 at 5th Ave., A0.7 at 4th Ave, A0.8 at 3rd Ave.	J 0083	0257 .00 6.60	Scale track tests for Hibbing Taconite Company, Hibbing, MN	O87WI000001
0216 9.56 11.34	M/O of M/L, passing tracks, xovers, etc, bridges & communications	J 0087	0260 .00 4.20	Scale track tests for National Steel & Pellet Company, near Keewatin, MN	O87WI000002
0216 9.56 11.34	M/O of industry, siding & yard T/O's from the M/L	J 0194	0264 20.80	Track maintenance for International Mineral Corp, Northgate, ND	O85DK000003
0216 9.56 11.34	Handling miscellaneous material where use is undetermined	J 0195	0354 49.80	Maintenance of spur track serving Exxon Corp at Collins, MT	O85MT000001
0216 9.56 11.34	M/O xing signals from Minneapolis Jct to University. Costs are currently flat rated against the C&NW	J 0188	0384 84.80	Maintenance of signal at Perimeter, OR, University of Idaho near Moscow, ID	O85SP000002
0216 11.34 11.70	M/O xing signals from Minneapolis Jct to University. Costs are currently flat rated against the C&NW and SOO	J 0189	0384 85.20	Maintenance of signal at Rayburn St University of Idaho near Moscow, ID	O85SP000003
0216 11.34 11.70	M/O of M/L, passing tracks, xovers, etc, bridges & communications	J 0197	0396 47.07	Maintenance of switch and track between Points A and B Bovill, ID	J 5812
0216 11.34 11.70	M/O of industry, siding & yard T/O's from the M/L	J 0198	0401 7.50	Unusual & extraordinary expenses for switching at Fort Lewis, WA	J 5910
0216 11.34 11.70	Handling miscellaneous material where use is undetermined	J 0199	0401 8.30 11.60	M/O of portion of American Lake Line between Lakeview & Nisqually, WA	J 5908
0217 9.50 10.80	Dispatchers wages for control of the 'short line' TC Terminal, MN (vs C&NW)	J 0600	0402 28.4 68.88	M/O of tracks, bridges, signals, buildings & appurtenances between Blakelee Jct & Aberdeen, WA	J 5240
0217 9.50 10.80	Dispatchers wages for control of the 'short line' TC Terminal, MN (vs SOO LINE)	J 0601	0402 28.4 68.88	M/O of non-joint switches between Blakelee Jct & Aberdeen, WA	J 5241
0217 9.50 10.80	M/O of M/L AB signals, xing signals & related apparatus from Minneapolis Jct to 1st St N	J 0073	0402 28.4 68.88	Dispatchers wages for control of line from Blakelee Jct to Aberdeen, WA	J 5811
0217 9.50 10.80	Maintenance of bridges from Minneapolis Jct to 1st St N	J 0083	0402 68.90 74.10	M&O of B/L track, bridges & signals between Aberdeen-S Cosmopolis & Hoquiam, WA	J 5089
0217 9.50 10.80	M/O of M/L tracks & xovers from Minneapolis Jct. to 1st St N	J 0061	0405 2.2 24.1	Maintenance of track connections, TY&E labor, inspection, and related costs for leased trackage to "Spirit of Washington " for dinner train operations.	O92PA000004
0217 9.50 10.80	M/O of industry or yard T/O's from Minneapolis Jct to 1st St N	J 0064	0405 3.80	Maintenance of signal at Lake Washington near City of Renton, WA	O85PA000005
0217 9.50 11.49	Dispatchers wages for control of M/L from Minneapolis Jct to Shoreham in TC Terminal, MN	J 0602	0405 16.70	Maintenance of signal at 5th Ave NE, Kirkland, WA	O85PA000003
0217 10.40	Maintenance of bridge A 0.9 at 2nd St NE	J 0085	0417 .41	M/O of side track & signals between M/L xover SW to the Tilbury Island Line Spur near Townsend, BC, called "Section A to B"	J 5022
0217 10.40 10.80	Maintenance of bridges from 2nd St NE to 1st St. N	J 0084	0417 .41 4.10	M/O of the Tilbury Line Spur track, bridges & signals near Townsend, BC, called "Deas Island Spur"	J 5031
0217 10.60	Maintenance of bridge A 1.2 at Nicollet Ave	J 0085	0420 1.00 3.00	M/O of automatic interlocking plant at the Chehalis & Western Grade crossing, Chehalis, WA	J 5099
0217 11.03	M/O of C&NW connection T/O	J 0063	0421 .60 2.20	M/O of tracks, switches, bridges & signals, including xing signals on the M/L between Centralia & Blakelee Jct, WA	J 5013
0218 2.74	Maintenance of diamond xing & interlocker at Roseville, MN	J 0403	0421 2.05 13.30	M/O of tracks, signals, buildings & appurtenances between Blakelee Jct & Aberdeen, WA	J 5240
0220 64.0 65.5	American Crystal Sugar spur tracks (1), M/O track from point of R/W to end and xing signals on spur 'MNDOT 81-782M'	O85DK000001	0421 2.05 13.30	M/O of non-joint switches between Blakelee Jct & Aberdeen, WA	J 5241
0234 0.00 3.50	M/O of M/L's interlocking & signals from LST&T Jct through & including the Grassy Point Bridge then the EB M/L to "No Name Creek". Includes leverman T/R 422106 Pos 102, 202 & oiler 404 Superior, WI.	J 0256	0421 2.20	Dispatchers wages for control of line from Blakelee Jct to Aberdeen, WA	J 5811
0234 3.20	M/O of BN track xing near LST&T Jct. Superior, WI	J 0348		M&O of exclusive UP switch at Blakelee Jct	J 5242
0237 16.00 20.00	Maintenance of track & bridges from Calumet to Holman Jct	J 0011			
0237 16.00 19.80	M/O of AB signals between Calumet & Holman Jct	J 0016			
0237 19.80 24.50	M/O of AB signals between Holman Jct & Coleraine (including DM&IR trackage)	J 0017			

LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES
0423 .00 .28	M&O of yard track, bridges & signals between J 5089 Aberdeen—So. Cosmopolis & Hoquiam, WA		0505 Boston Yard	M/O of DM&IR transfer track from Centre St to 33rd Ave W. Duluth, MN	J 0343
0425 25.20 25.20	Unusual & extraordinary (including Switches J 5093 5, 6, 7 & 8) bridges, Simpson Lumber 7.50 7.50 Shelton & Mcleary Jct, WA		0508 Mike's Yard	M/O of tracks, connecting tracks & signals from switch 63 Ave W to 400' east of Clyde Ave (former DT trackage). Duluth, MN	J 0233
0426 6.10	Maintenance of signal at Lake Limerick County of Mason, WA	O85PA000004	0508 Mike's Yard	M/O of tracks, connecting tracks and signals from 63rd Ave W through & including the E lead to "No Name Creek" excluding the T/O side of the E lead switches & the switches for Lake Superior Paper Duluth, MN	J 0365
0434 00.00 70.93	Expense of Division A between Riparia & Lewiston	J 5700	0508 Mike's Yard	M/O of T/O's on E lead to hold tracks. (Not including hold tracks). Duluth, MN	J 0276
0440 5.60	Maintenance of signal at Gasco xing, Linnton, OR	O85PO000007	0510 17th Yard	M/O of former (LST&T property) in Superior, WI	J 0175
0440 27.00	Track maintenance, Boise Cascade Paper Group, St. Helens, OR	O92PA000003	0510 17th Yard	Lease credits for joint facility in Superior, WI former LST&T) Apportioned on ownership	J 0177
0442 26.00	Maintenance of Karl Braun Drive, Beaverton, OR	O85PO000006	0510 17th Yard	M/O of all former (LST&T trackage) known as the cross tracks, joint with SOO LINE, Superior, WI	J 0181
0442 26.4	M/O of line change track between Points A & B at Beaverton, OR	J 5903	0510 17th Yard	Maintenance of all xings of the former (LST&T cross tracks) including 3 switches Donavans E & West leg of Wye (BN Connection) in Superior, WI	J 0182
0442 117.10	Unusual & extraordinary expense of tracks serving American Can Co. in American, OR	J 5900	0511 28th St Yard	Operation of 28th St Yard office, includes expenses for yardmaster and T/R 522-101, Pos 001, 003, 005, 008, 010, 011; T/R 552-104, Pos 002; T/R 522-102, Pos 002, 016; T/R 552-214, Pos 101, 105, 117, 206, 208, 209, 304 in Superior, WI	J 0216
0442 138.30	Maintenance of signal at Prairie Road, Eugene, OR	O85PO000004	0513 Saunders Yard	M/O of T/O, lead & yard track 871.5 feet long for C&NW transfer to DM&IR connection Superior, WI	J 0237
0442 141.00	Maintenance of signal at Garfield St, Eugene, OR	O85PO000002	0519 Cloquet	Wages of Superior T/R 522-100, Pos 001 for the operation of the yard in Cloquet, MN	J 0306
0451 .40 4.20	M/O of the M/L between Wallula Jct & Zanger Jct, WA	J 5155	0531 Mpls Jct Yard	Maintenance of turntable at Minneapolis Jct, Minneapolis, MN	J 0095
0451 .80 4.20	Dispatchers wages for control of line between Wallula & Zanger	J 5806	0531 Mpls Jct Yard	Gas, electric, waste & sewer at the Minneapolis Jct roundhouse, Minneapolis, MN	J 0249
0459 123.50 138.70	Other expense of Division B between Lewiston & Arrow	J 5701	0534 Union Yard	M/O of Hill Track 4 & connecting switches, Minneapolis, MN	J 0092
0459 123.50 138.70	Log train expense of Division C between Lewiston & Arrow	J 5708	0534 Union Yard	M/O of C&NW connection tracks & switches from 11th Ave SE to C&NW yard, Minneapolis, MN	J 0063
0460 00.00 66.80	All expenses of Division D between Spalding & Grangeville	J 5703	0534 Union Yard	Maintenance of switch and track for Pillsbury Co. Elevator 'A', Minneapolis, MN	O89LA000113
0461 29.00 62.90	Other expense of Division E between Orofino & Stites	J 5704	0540 Midway Yard	M/O of the M&M interchange tracks & switches. Also, Minnesota Transfer xing T/O, St. Paul, MN	J 0061
0461 29.00 62.90	Log Train expense of Division E between Orofino & Stites	J 5710	0546 DBluff Yard	Maintenance of Rampmaster auto facility at Dayton's Bluff Yard, St. Paul, MN	O87MN000026
0462 .20 40.80	Other expense of Division C between Arrow & Headquarters	J 5702	0548 Wtown Yard	M/O of transfer tracks in Watertown, SD	J 0166
0462 .20 40.80	Log Train expense of Division C between Arrow & Headquarters	J 5709	0600	M/O of switches 20, 21, 23, 26, 27 & 130 in Vancouver, BC, called Zone J	J 5055
0467 North town	M/O Northtown control & microwave circuitry from Northtown to Hoffman Ave Interlocker	J 0208	0600	M/O of the west leg of the wye track in Vancouver, WA	J 5056
0501 Bridge Yard	Unusual & extraordinary maintenance on the 2 party & industry commerce tracks	J 0323	0600	Cost of electricity for certain road xing signals in Zone J	J 5057
0501 Bridge Yard	Unusual & extraordinary maintenance on the 3 party & commerce tracks in Duluth	J 0324	0600	Cost of electricity of Douglas Road xing signal known as Zone K	J 5059
0503 Birch St Yard	M/O of the E leg of the Wye including the switch at Commerce St. Duluth, MN	J 0349	0600	Cost of electricity for certain road xing signals in Zone K	J 5070
0503 Boston Yard	M/O of track T/O at Garfield Ave to the SOO connection near 600 Garfield. Includes the S leg of the wye to Commerce St. Duluth, MN	J 0314	0600	M/O of the industrial spur track & signals between M/L Jct & Burrard Inlet in Vancouver, BC, known as 'Burrard Inlet Line'	J 5071
0505 Boston Yard	M/O of DM&IR T/O's on E/B M/L near Hallett 5 & 6, Duluth, MN	J 0278	0600	M/O of Switches 9, 11, 12, 101, 102 & 103 on the Burrard Inlet Line in Vancouver, BC	J 5072
0505 Boston Yard	M/O of M/L's, Dicks 1 & 2, bridges & signals from the DM&IR coal dock cross tracks near 32nd Ave W to 21st Ave W. Duluth, MN	J 0349	0600	M/O of certain switches on the Burrard Inlet Line where switch tie maintenance is billable	J 5073
0505 Boston Yard	M/O of M/L's, connection tracks & signals from "No Name Creek" to the DM&IR coal dock cross tracks near 32nd Ave N. Includes all "No Name Creek" T/O's & bridge work at. Duluth, MN	J 0366	0600	M/O of certain switches on the Burrard Inlet Line where expenses are billable to the industries	
0505 Boston Yard	M/O of T/O's for Western Iron & Metal. Duluth, MN	J 0305			
0505 Boston Yard	M/O of T/O's for old NP freight house and for the sewage plant. Duluth, MN	J 0307			
0505 Boston Yard	M/O of WB M/L T/O's to DM&IR transfer track near Centre St & 33rd Ave W. Duluth, MN	J 0277			

LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES
0600	Unusual & extraordinary expense of Sapperton J 5924 & Vancouver, BC used by VIA passenger trains		0613	M/O of all trackage, switches, signals & facilities maintained by BN at Longview, including Bridge .59 over the Cowlitz River, WA	J 5030
0601	M/O of the Sapperton Yard tracks in New Westminster, BC, called Zone L	J 5051	0613	M/O of industrial track between points A & B J 5032 at Longview, WA	
0601	M/O of the Lake City Industrial Tracks near Burnaby, BC, called the Lake City running tracks Zone M	J 5052	0613	Derailments for joint yard switching at Longview, WA	J 5097
0601	M/O of Switches 121, 124, 125, 127, 128, 134, 136, 144, 145, 173 & 177 on the Lake City Industrial Tracks near Burnaby, BC	J 5053	0613	Wages of freight & yard office force at Longview, WA T/R 711-209, Pos 676	J 5124
0602	M/O of tracks on the Fraser Mill Spur in New Westminster, BC	J 5047	0613	Utility expenses at Longview, WA	J 5129
0602	Cost of electricity, water & refuse collection, New Westminster Depot	J 5061	0613	M/O of jointly owned track (BN-UP-MILW) Columbia & Cowlitz RY Co. Track 13A at Longview, WA	J 5926
0602	Cost of gas, New Westminster Depot	J 5062	0622	M/O of tracks, bridges & signals between E Marginal Way & Klickitat Ave in Seattle, WA known as the 'W Seattle Line'	J 5000
0602	Cost of electricity for automatic block signal at New Westminster, BC	J 5064	0622	M/O of various switches on trackage between E Marginal Way & Klickitat Ave in Seattle, WA called 'W Seattle Line'	J 5001
0602	M/O of New Westminster, BC Depot	J 5066	0622	Unusual & extraordinary expense joint interchange tracks at Duwamish Ave, Seattle, WA	J 5912
0602	Unusual & extraordinary expense of trackage serving Fraser Mill Spur at New Westminster, BC, Point A to B and G to switching point 63 at Point F	J 5925	0623	For track maintenance for Rabanco Regional Landfill at Seattle, WA	O92PA000001
0608	M/O of trackage & Switches 1 & 2 between the Tide Flats Branch & MILW M/L on Lincoln Ave in Tacoma, WA called 'Lincoln Avenue Line'	J 5015	0623	For maintenance of Horton St crossing recollectable from Rabanco Regional Landfill at Seattle, WA	O92PA000002
0608	M/O of trackage (including Switches 5, 6, 7 & 8), bridges & signals between Head of Bay Yard and 19th Ave	J 5016	0623	Expenses incurred account derailment or personal injuries while switching Harbor Island, Seattle, WA	J 5002
0608	Maintenance of ties under Switch 3 at Head Bay Yard in Tacoma, WA on the Tide Flats Branch	J 5017	0623	Unusual & extraordinary expense for M/O of Argo interlocker approach Signal 25 on Colorado Ave in Seattle, WA	J 5911
0608	Maintenance to switch (UP connection) Tacoma, WA on the Tide Flats Branch	J 5018	0623	Unusual & extraordinary expense of joint Klickitat Ave trackage, Seattle, WA	J 5913
0608	Derailments for joint yard switching assignments at Tacoma, WA	J 5093	0623	Unusual & extraordinary expense for switching UP RR cars in Zones 1, 2 & 4, Seattle, WA	J 5917
0608	Unusual & extraordinary expense of interchange tracks in Tacoma, WA, yard	J 5915	0637	Maintenance of tracks & bridges other than M/O or passing tracks between Metolius & Bend, OR	J 5109
0608	Unusual & extraordinary expense for switching UP cars at St. Regis Paper Co., Tacoma, WA	J 5919	0637	Unusual & extraordinary M/O of trackage, industry lead to Brooks-Scanlon Mill A, Bend, OR	J 5158
0608	Unusual & extraordinary expense for cost of switching cars at Continental Grain Co., Tacoma, WA	J 5920	0637	Unusual & extraordinary M/O of trackage, industry lead to Brooks-Scanlon Mill B, Bend, OR	J 5159
0610	M/O of yard track, bridges & signals, including xing signal between Aberdeen-S Cosmopolis & Hoquiam, WA	J 5089	0637	Derailments & personal injuries for joint yard switching assignments at Bend, OR	J 5234
0610	Unusual & extraordinary expense for switching costs at Aberdeen-Hoquiam-South Aberdeen Cosmopolis, WA	J 5923	0640	M/O of bridge at Klamath Falls, OR	J 5160
0611	Janitorial work cleaning Centralia Yard Office & Agency in Centralia, WA	J 5077	0643	Unusual & extraordinary expenses for joint yard switching at Vancouver, WA	J 5078
0611	M/O of industrial track in Chehalis, WA known as the 'Chehalis Industrial Park'	J 5096	0643	M/O switches and T/O's leading from mainline to Vancouver Yard	J 5230
0611	Unusual & extraordinary expense for joint switching of UP cars at Centralia, WA	J 5098	0643	Maintenance of tracks serving United Grain at Port of Vancouver, WA	J 5290
0611	M/O of tracks, ABS, CTC & xing signals & buildings & other appurtenances in Centralia Yard Centralia, WA	J 5166	0645	M/O of tracks, bridges & signals between N Rivergate connection & end of Terminal 6 Spur in N Portland, OR	J 5020
0612	Derailments for joint yard assignments at Longview Jct, WA	J 5095	0645	Unusual & extraordinary expense for joint yard switching assignments at N Portland (N Rivergate) versus UP	J 5079
0612	M/O of tracks, signals, including xing signals & certain switches of Longview Jct other than M/L & controlled sidings up to but not including Bridge .59 over Cowlitz River, Longview, WA	J 5120	0645	M/O of Port of Portland unloading facilities at N Rivergate joint with the UP	J 5235
0612	M/O passing track to Longview Jct including Switches 1, 2, 3, 4, & 5 at Longview Jct	J 5121	0647	Maintenance of signal NW Front Ave near Portland - Portland Terminal RR	O85PO000011
0612	M/O yard office at Longview Jct, WA	J 5123	0647	Maintenance of signal on Tracks 1, 3, 11, 15 & 20, Portland - FMC Corporation	O85PO000008
0612	Wages of Telegrapher-Operators at Longview Jct, WA T/R 542-708 Pos 100, 200, 300 & station expenses	J 5125	0647	Maintenance of signal on Tracks 3, 4 & 8 at Front Ave near Portland - Waterway	O85PO000009

LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES	LINE/YARD MILEPOST SEGMENT FROM TO	DESCRIPTION	"J" & "O" CODES
0647	Maintenance of signal at Penwalt Spur at Portland	O85PO000005	N/A	General (common) expenses not charged to J 5707 any division	
0651	M/O xing signals East Mission Ave, Spokane, WA	J 5219	N/A	All expenses for repairing & servicing log cars J 5711 on the Camas Prairie, including labor & material	
0651	Unusual or extraordinary expense maintaining exclusive tracks at Erie St Yard, Spokane, WA	J 5227	N/A	Expenses of road engine locomotive repairs J 5712 & servicing	
0696	Maintenance of Potlatch Lumber locomotive by Camas Prairie at Lewiston, ID	J 5705	N/A	Expenses of repairing, cleaning & supplying all classes of cars at Camas Prairie J 5713	
0696	Expense of freight house on the Camas Prairie, Lewiston, ID	J 5706	N/A	Expenses incurred at Camas Prairie – billed 100% UP J 5730	
2001 704.60 704.60	M/O of interlocking and signal used in joint with the DM&E near Wolsey, SD	J 0509	N/A	Expenses incurred at Camas Prairie – billed 100% BN J 5731	
2004 602.20	Inspect track & switch at Big Stone City, SD	O85MN000002	N/A	Unusual & extraordinary expense of microwave system between Seattle, WA & Portland, OR J 5914	
2108 11.80 19.40	Dispatcher's wages for control of line. Boylston, WI	J 0607	N/A	This code is used to gather the expense related to the Montana Western Railway shortline from Garrison, MT to Butte, MT J 8002	
2108 11.80 19.40	M/O of M/L, passing & xover tracks, switches, bridges, signals, poles, wires & related apparatus. Boylston, WI.	J 0231	N/A	This code is used to gather the expense related to the Montana Rail Link shortline from Huntley, MT to Sandpoint, MT and trackage rights from Sandpoint, MT to Spokane, WA J 8008	
2108 11.80 19.40	M/O of industry, siding & yard T/O's from the M/L & passing tracks. Boylston, WI	J 0234			
2108 11.80 19.40	Maintenance of roadway buildings.	J 0238			
2108 11.80 19.40	M/O of xing signals. Currently flat rated versus the SOO and C&NW.	J 0239			
2119	PTR M/O at 15th Street	J 5750			
2119	PTR labor & material for BN equipment	J 5751			
2119	PTR labor & material for SP equipment	J 5752			
2119	PTR labor & material for UP equipment	J 5753			
2119	PTR maintenance to BN's TOFC/COFC yard	J 5754			
2119	PTR M/O signals for Centennial Mills	J 5755			
2119	PTR maintenance track scale for Public Utility Commission of Oregon	J 5756			
2119	PTR all other M/O	J 5758			
2119	PTR rent for Guilds Lake Yard	J 5759			
2119	PTR all other rents	J 5760			
2119	PTR depreciation of maintenance of way & equipment	J 5761			
2119	PTR extraordinary & unusual expense billable against the BN	J 5762			
2119	PTR extraordinary & unusual expense billable against the UP	J 5763			
2119	PTR extraordinary & unusual expense billable against the SP	J 5764			
2119	PTR M/O at Union Station	J 5765			
2119	PTR expense for track material purchased and added to inventory	J 5766			
2120	PTR M/O, taxes Portland Development Commission	J 5757			
N/A	Wages of yardmen and yard enginemen for light & transfer moves & industry switching in Rices Point Yard and commerce tracks in Duluth, MN	J 0032			
N/A	Wages of yardmen & yard enginemen for switching at Cloquet, MN	J 0038			
N/A	Wages of yardmen & yard enginemen for switching the former LST&T at Superior, WI	J 0039			
N/A	Wages of yardmen and yard enginemen for non-joint switching at Duluth, MN Superior, WI & Stillwater, MN	J 0040			
N/A	Lunch breaks while working the LST&T Industries, Superior, WI	J 0047			
N/A	Used to gather the expense related to the Washington Central RR Co Shortline for various branch lines in the State of Washington	J 8003			
N/A	Capture costs associated with the sale of bulk diesel engine lube oil to Washington Central RR	J 8021			

**MEDICAL OFFICERS**

Thomas V. Mears, M.D., Vice President Occupational Health and Safety, Ft. Worth, Texas  
 Hi E. Newby, M.D., Corporate Medical Director, Ft. Worth, Texas  
 Frank M. Crast, M.D., Corporate Medical Director, Ft. Worth, Texas

**BURLINGTON NORTHERN MEDICAL EXAMINERS**

*Family Health Center	Aberdeen	*Billings Clinic	Billings
Dr. Arlin Myrmoe	Aberdeen	*Billings West Medical Center	Billings
Dr. David Wachs	Aberdeen	*Drs. J. L. Mathews	Birmingham
*Family Care Center	Aberdeen	*Thuss Clinic	Birmingham
Dr. Bobby Estes	Abilene	*Carraway Industrial Medicine	Birmingham
*Drs Steve/Joan Carpenter	Ada	*Surgeons Group	Birmingham
Dr. D. N. Orelup	Albia	Family Practice Center	Bismarck
*Alexandria Clinic	Alexandria	Mid Dakota Clinic	Bismarck
*Alliance Medical Center	Alliance	Dr. R. J. Dunnigan	Bismarck
*Box Butte Medical Center/Sand Hills		Dr. R. L. Jennings	Bismarck
Family Practice	Alliance	Quain & Ramstad	Bismarck
Copsey Clinic	Alliance	Dr. P. M. O'Campo, Jr.	Bismarck
Community Clinic	Alma	Dr. R. D. Smith	Blytheville
Dr. Peter Fagan	Amarillo	Dr. C. J. Edwards	Bonnors Ferry
Dr. D. A. Frank	Amarillo	*Dr. S.L. Shaneyfelt	Bozeman
Dr. Woolworth Russel	Amarillo	*Gallatin Internal Medicine	Bozeman
Amarillo Industrial Health Center	Amarillo	*Lake Region Clinic	Brainerd
Dr. Wm. T. Oakes	Amory	*Dr.K. J. Brecker-MeritCare Clinic	Breckenridge
Dr. W. E. Yoe	Amory	*Dr.N. R. Kippen-MeritCare Clinic	Breckenridge
Dr. James Nettles	Arlington, AL	Dr. John H. Post	Bridgeport
Dr. Joe Womble	Arlington, TX	Post Medical Clinic	Bridgeport
*Medical Dental Center	Astoria	Dr. B. D. Howell	Brookfield
Dr. P. M. Scott	Auburn	*Central Nebraska Medical Clinic	Broken Bow
*Doctors Clinic Assoc.	Auburn, OR	Dr. Leon Books	Broken Bow
Memorial Health Clinic	Aurora, NE	*Bowie Clinic	Bowie
*Dreyer Medical Clinic	Aurora, IL	*Surgeons Inc.	Burlington
Dr. T. S. O'Shea	Aurora, IL	Dr. Marvin Lemke	Burnaby, B.C
Dr. R. P. Foth	Aurora, IL	*Dr. G. Poore	Butte
Dr. L. E. Alberti	Aurora, IL	Dr. George M. Gilboy	Butte
Dr. K. C. Lindahl	Aurora, IL	*Rocky Mountain Service Group	Butte
Dr. M. J. Wood	Aurora, IL	*Silver Bow Surgical	Butte
Dr. S. P. Baldwin	Aurora, IL	Dr. G. E. Larson	Cambridge
Dr. D. A. Lucks	Aurora, IL	*Coleman Clinic	Canton
Dr. J. R. McAninch	Aurora, IL	*Family Physicians Group	Cape Girardeau
Dr. M. F. Marzec	Aurora, IL	*Cashmere Medical Center	Cashmere
Dr. C. L. Derus	Aurora, IL	Dr. Don Grinstead	Casper
Dr. J. O. Palmer	Aurora, IL	M. A. Junidi	Centralla
Dr. R. G. Bosh	Aurora, IL	Dr. Robert D. Hanlon	Chadron
Dr. M. L. Schleisinger	Aurora, IL	*Steck Memorial Group	Chehalis
Dr. S. H. Harnack	Aurora, IL	Dr. S. Elloway	Chehalis
Dr. D. C. Chang	Aurora, IL	*Triangle Health Care	Chester
Dr. A. S. Kerpe	Aurora, IL	Dr. Andrew Bennett	Chester
*Copley Immediate Care Clinic	Aurora, IL	*Cheyenne Internal Medicine & Neurology	Cheyenne
Dr. Manuel Pasia	Aurora, IL	Dr. D. E. Balquiedra	Chicago
Dr. Servando Rodriques	Aurora, IL	Dr. Claudia Weddaburne	Chicago
Dr. Warren Fein	Ballard	*Fox Clinic Inc.	Childress
Dr. James R. Shanks	Basin, WY	Sweet Medical Clinic	Chinook
*Beardstown Clinic	Beardstown	Su Salud Medical Center	Cicero
Dr. Joseph Hermen	Beatrice	Dr. Arturo Lema	Cicero
*Clearing Industrial Clinic	Bedford Park	Dr. P. W. Lambert	Clarkston
Dr. F. M. Adamji	Bedford Park	Dr. Micheal Sullivan	Clay Center
Dr. Richard Thors	Bedford Park	Dr. Mark Van Wormer	Clayton, NM
Dr. Peter Ambrose	Bellingham	*Medical Associates	Clinton
*Bemidji Clinic	Bemidji	Dr. J. Kennedy	Colorado Springs
Dr. Kenneth Stout	Benkelman	Dr. Douglas J. Pitman	Columbia Falls
Bend Memorial Clinic	Bend	Dr. Phil Hoversten	Columbia Heights
Dr. Paul Johnson	Bend	Colville Medical Group	Colville
*Benson Medical Center	Benson	Dr. D. H. Linedman	Colville

Coon Rapids Medical Center ..... Coon Rapids  
 Dr. Betel G. Koop ..... Corning  
 Medical Arts Clinic ..... Corsicana  
 \*Cogley Medical Associates ..... Council Bluffs  
 Dr. Edward A. Metz ..... Crawford, NE  
 \*Creston Medical Clinic ..... Creston  
 \*Dr. R.E. Quick ..... Crete  
 \*Northwestern Clinic ..... Crookston  
 \*Crosby Medical Clinic ..... Crosby  
 Crosby Clinic ..... Crosby  
 Dr. F. M. Elders ..... Cuba  
 \*James Clinic ..... Cuba  
 Curtis Medical Center ..... Curtis  
 Dr. David Halliday ..... Custer  
 \*Family Health Care ..... Custer  
 Dr. Allen Graff ..... Dalhart  
 Dr. Francis Bertoglia ..... Deer Lodge  
 Dr. Larry Thead ..... Demopolis  
 Dr. J. F. Prinzing ..... Denver  
 \*Drs. C. Goldstein/R.K. Lee ..... Denver  
 Dr. Mangil Seo ..... Des Moines  
 Dr. Brad Resslerand ..... Detroit Lakes  
 MeritCare Clinic ..... Detroit Lakes  
 \*Dakota Clinic ..... Detroit Lakes  
 \*Lake Region Clinic ..... Devils Lake  
 \*Dickinson Clinic ..... Dickinson  
 Dr. Laslo E. Kolta ..... Dickinson  
 High Plains Clinic ..... Dimmit  
 Douglas Clinic ..... Douglas  
 \*Medical Associates ..... Dubuque  
 \*Duluth Clinic West ..... Duluth  
 Edgemont Medical Clinic ..... Edgemont  
 Dr. R. F. Hirt ..... Edina  
 Medical Arts Family Practice ..... Enid  
 \*Enumclaw Medical Center ..... Enumclaw  
 Dr. Paul J. Kinney ..... Ephrata  
 Dr. E. C. Bond ..... Everett  
 Everett Clinic/Dr. George Vasil ..... Everett  
 Providence Occup. Medicine Center ..... Everett  
 Fairfield Clinic ..... Fairfield  
 Dr. David E. Borg ..... Falls City  
 \*Family Practice Center ..... Falls City  
 Dr. E. R. Mendoza ..... Fargo  
 \*MeritCare Clinic ..... Fargo  
 \*MeritCare Clinic SW Branch ..... Fargo  
 Terry Wolff ..... Fargo  
 Robert Jordheim ..... Fargo  
 G.J. Eash ..... Fargo  
 \*Healthline Corporate Health Services ..... Fenton  
 \*Barnes Care ..... Fenton  
 Dr. Daniel L. Lembcke ..... Fergus Falls  
 Dr. William C. Anderson ..... Forsyth  
 Dr. James K. Cope ..... Forsyth  
 Dr. Richard Klinger ..... Forsyth  
 Dr. W. F. Gertson ..... Ft. Benton  
 Dr. R. H. Pike ..... Ft. Collins  
 \*Drs. Arthur Sands/H. Dooper ..... Ft. Collins  
 \*Drs. M. McKenna/ S. Wolf ..... Ft. Scott  
 Dr. John H. Spencer ..... Ft. Scott  
 \*Holt-Krock Clinic ..... Ft. Smith  
 Dr. M. B. Hoge ..... Ft. Smith  
 Dr. Paul Goldman ..... Ft. Worth  
 Dr. M. Dwain McDonald ..... Ft. Worth  
 Dr. Donald Hopkins ..... Ft. Worth  
 Dr. R. E. Snyder ..... Ft. Worth  
 Advanced Occupational Health Care  
 (Formerly Medical & Surgical Clinic)  
 (2 locations) ..... Ft. Worth

\*Valley Clinic ..... Ft. Madison  
 \*Family Practice Clinic ..... Ft. Morgan  
 Dr. Kevin V. Lindell ..... Ft. Morgan  
 Fosston Clinic ..... Fosston  
 Dr. Milo Anderson ..... Fremont  
 Dr. Robert Hart ..... Fridley  
 Galesburg Medical Arts Clinic ..... Galesburg  
 Dr. J. W. McClean-Galesburg Clinic ..... Galesburg  
 Dr. R. H. Wagner ..... Galesburg  
 Dr. J.C. Bhalerao ..... Galesburg  
 Dr. C. F. Ashby ..... Geneva  
 \*Family Medical Care ..... Gillette  
 \*Glasgow Clinic ..... Glasgow  
 Dr. John Hunter ..... Glendive  
 Dr. Janice Lumnitz ..... Glendive  
 \*Glendive Clinic ..... Glendive  
 Dr. Robert Fryzek ..... Glenwood  
 \*Goldendale Medical Clinic ..... Goldendale  
 Dr. M. W. Scheffo ..... Grafton  
 Dr. W. P. Teevens ..... Grafton  
 \*Grand Forks Family Practice Cntr/Wm Mann ..... Grand Forks  
 \*Valley Medical Association ..... Grand Forks  
 Dr. Gordon D. Fancis ..... Grand Island  
 Grand Rapids Medical Associates (2 loc.) ..... Grand Rapids  
 Dr. K. R. Carter ..... Granite Falls  
 \*Great Falls Clinic ..... Great Falls  
 Dr. Melchisdek L. Margaris ..... Great Falls  
 Dr. John Margaris ..... Great Falls  
 Dr. John Ross ..... Great Falls  
 Dr. Benjamin Mills ..... Greybull  
 Dr. F. M. Ashler ..... Hamburg  
 Dr. Donald MacLean ..... Hamilton  
 Dr. E. L. Rapp ..... Hannibal  
 Dr. R. D. Warren ..... Hanover, KS  
 Physicians Building Family Practice ..... Hastings  
 Dr. Mark Ward ..... Havre  
 \*Havre Clinic ..... Havre  
 \*Dr. James Kelly ..... Havre  
 Dr. Stuart A. Reynolds ..... Havre  
 Dr. Bruce Richardson ..... Havre  
 Ruben Lopez ..... Hayti  
 \*Healthline Corporate Health Services ..... Hazelwood  
 Dr. John J. Ruffing, Jr. ..... Hemmingford  
 Dr. Leroy Schaffner ..... Henrietta  
 \*Helena Family Physicians ..... Helena  
 Dr. J. L. Kremer ..... Helena  
 Dr. R. C. Hendricks ..... Herrin  
 \*Hettinger Clinic ..... Hettinger  
 \*Adams Clinic ..... Hibbing  
 \*Hillsboro Merit Care Clinic ..... Hillsboro  
 Dr. A. L. Keyes ..... Hinckley  
 Myrlen Chestnut, D.O. ..... Holyoke  
 Dr. T. R. Jacobson ..... Hot Springs  
 Southern Hills Family Physicians ..... Hot Springs  
 Dr. Newton A. Kilgore ..... Houston  
 Dr. Sridhar Patnam ..... Hugo  
 Dr. F. H. Walter ..... International Falls  
 \*Virginia Mason, Issaquah Clinic ..... Issaquah  
 Dr. Curtis Nyhus ..... Jamestown  
 \*Dakota Clinic ..... Jamestown  
 \*Midwest Merit Care Clinic ..... Jamestown  
 \*Family Health Association ..... Jasper  
 N.T. Camp ..... Jasper  
 Dr. K. A. Carpenter ..... Jonesboro  
 Dr. Craig McDaniel ..... Jonesboro  
 Dr. Dennis W. Smith ..... Joplin  
 Family Health Care ..... Kalispell  
 Dr. Charles Sisk ..... Kansas City

\*Klamath Falls Family Practice ..... Klamath Falls  
 \*Dr. C. E. Link ..... LaCrosse  
 Gunderson Clinic ..... LaCrosse  
 \*Skemp Clinic ..... LaCrosse  
 Dr. David Van Sickle ..... Lake Oswego  
 Dr. George Vasil ..... Lake Stevens  
 \*Cavalier County Clinic ..... Langdon  
 Dr. E. A. Goodliffe ..... Langdon  
 Dr. Peter Marsh ..... Langdon  
 Dr. C. O. Haugen ..... Larimore  
 Laurel Medical Center ..... Laurel  
 \*Industrial Clinic West ..... Lenexa  
 Decatur Medical Services ..... Leon  
 Drs. G.A. Rice / G.S. Gunther ..... Libby  
 Dr. Thoas C. Thomas ..... Liberty, MO  
 Dr. Lonnie Albers ..... Lincoln  
 Dr. J. M. Carraher ..... Lincoln  
 (South Lincoln Family Physicians) ..... Lincoln  
 \*Drs. Michael McCoy/ D.G. Rutz ..... Lincoln  
 Jardee Clinic ..... Lind  
 \*Park Clinic ..... Livingston  
 Dr. Thomas Rowe ..... Livingston  
 Dr. W. J. Mangold ..... Lockney  
 Dr. J. C. Freudenburg ..... Longmont  
 Dr. Domingo Bernardez ..... Longview  
 Dr. G. O. Polo ..... Longview  
 \*Dr. James Mathews ..... Lubbock  
 Dr. Everett P. Stewart ..... Lubbock  
 \*Dr. J. E. Campbell ..... Macon  
 Macon Medical Clinic ..... Macon  
 \*Madill Medical Associates ..... Madill  
 Dr. Harry Kelly ..... Mammoth Springs  
 Quain & Ramstad ..... Mandan  
 Dr. P. M. O'Campo, Jr. ..... Mandan  
 Dr. E. L. King ..... Manhattan  
 Dr. Paul Martin ..... Marshall  
 Dr. James M. Little ..... Mayville  
 Mayville Clinic ..... Mayville  
 \*McCook Clinic ..... McCook  
 Dr. Howard T. Akers ..... Memphis, TN  
 Dr. Hugh Francis, Jr. ..... Memphis, TN  
 Park Manor Clinic ..... Memphis, TN  
 Dr. Phillip Dirmeyer ..... Memphis, TN  
 Dr. Robert C. McEwan ..... Memphis, TN  
 Dr. Robert Clark III ..... Memphis, TX  
 Dr. H. R. Stevenson ..... Memphis, TX  
 Dr. Crawford Allison ..... Mexia  
 Dr. K. C. Kleinschmidt ..... Mexia  
 \*N.E.O. Medical Center ..... Miami  
 Garberson Clinic ..... Miles City  
 Dr. D. F. Prince ..... Minden, NE  
 Dr. Azam Ansari ..... Minneapolis  
 \*Parkside Family Physicians ..... Minneapolis  
 \*Milaca Medical Servicer ..... Milaca  
 Dr. Thomas McNiff ..... Milaca  
 Milbank Medical Center ..... Milbank  
 \*Medical Arts Clinic ..... Minot  
 Dr. J. A. Evert ..... Missoula  
 Dr. J. E. Gouaux ..... Missoula  
 Dr. Michael Priddy ..... Missoula  
 \*Dr. Michael Haley ..... Mitchell, SD  
 Dr. Stiner Garrett ..... Mobile  
 \*Industrial Medical Clinic of Mobile ..... Mobile  
 Dr. L. M. Linde-Mobridge Clinic ..... Mobridge  
 Dr. L. M. Linde ..... Mobridge Clinic  
 \*Dr. C. J. Dyke Jr. ..... Moline  
 Dr. S. Cruz ..... Monett  
 Dr. Norman Staley ..... Montesano

Dr. M. C. Lindel ..... Montesano, WA  
 \*Moorhead Merit Care Clinic ..... Moorhead  
 Morris Medical Center ..... Morris  
 Dr. J. Humphery ..... Mound City  
 Drs. A.H. Bonebrake/G.L. Rademacher ..... Nebraska City  
 Nelson Medical Associate Clinic ..... Nelson, B.C.  
 Dr. Brian Henshaw ..... Neodesha  
 Dr. F. A. Moorhead ..... Newcastle  
 Dr. Lanny B. Reimer ..... Newcastle  
 Dr. Mike J. Jording ..... Newcastle  
 Dr. Chuck Franklin ..... Newcastle  
 Dr. Tim Maly ..... Newcastle  
 \*New London Medical Center ..... New London  
 Dr. Salmon ..... New Rockford  
 Dr. R. Hedges ..... N Kansas City  
 Dr. Andrew McCanse ..... N Kansas City  
 Dr. Joyce Majure-Lee ..... N Kansas City  
 \*St. Lukes Occupational Medicine and  
 North Clinic ..... N Kansas City  
 Dr. Robert H. Delano ..... Northwood  
 Med Center at Classen ..... Oklahoma City  
 Dr. Jack W. Parrish ..... Oklahoma City  
 Dr. John Campbell ..... Oklahoma City  
 Dr. Clinton A. Winslow ..... Oklahoma City  
 Dr. Cornelia O. Mertz ..... Okmulgee  
 \*Memorial Clinic ..... Olympia  
 Dr. E. K. Conners ..... Omaha  
 Dr. R. O. Forsman ..... Omaha  
 Dr. James Shehan ..... Omaha  
 \*Physicians Clinic ..... Omaha  
 Warmolts Clinic ..... Oregon  
 Dr. Maurice Masar ..... Orofino  
 Dr. Robert Ross ..... Ortonville  
 \*Osseo Clinic ..... Osseo  
 Dr. D. D. Emerson ..... Ottumwa  
 Dr. Richard Dailey ..... Overland Park  
 Dr. Larry Walker ..... Paris  
 \*Martin Memorial Clinic ..... Paris  
 Dr. W. T. Cooper ..... Pasco  
 Dr. Jack Guy ..... Paynesville  
 Dr. H. L. Simpson, Jr. ..... Pensacola  
 Surgical Associates/Dr. L.R. Yonehiro ..... Pensacola  
 \*Medical-Surgical Clinic ..... Peoria  
 Rittenour Medical Clinic ..... Plains  
 \*Plainview Medical Clinic ..... Plainview  
 \*Internal Medical Assoc. ..... Plattsmouth  
 Dr. E. D. Coriell ..... Polson  
 \*The Portland Clinic ..... Portland  
 \*Marquam Medical Center ..... Portland  
 \*Gunderson/Farrell Clinic ..... Prairie du Chien  
 \*Dr. Martin F. Faber ..... Princeton  
 \*Family Medical Center ..... Pueblo  
 Dr. J. K. Symonds ..... Puyallup  
 \*Quannah Clinic ..... Quannah  
 \*Family Medicine Association ..... Quincy  
 \*Dr. Phillip C. Wilson ..... Quincy  
 Physicians and Surgeons Clinic ..... Quincy  
 Dr. Edward Piller ..... Red Oak  
 Interstate Medical Center ..... Red Wing  
 Dr. James J. Jardee ..... Ritzville  
 Rockport Medical Clinic ..... Rockport  
 \*Brookside Medical Group ..... Rockford  
 \*Ronan Medical Clinic ..... Ronan, MT  
 Dr. O. I. Lowry ..... Rosalia  
 Dr. R. H. Herseeth ..... Roseau  
 \*Johnson Clinic ..... Rugby  
 \*Central Minnesota Surgeons ..... St. Cloud  
 Dr. Vernon E. Neils ..... St. Cloud



*Surgical Consultants	St. Cloud	Dr. Craig Romney	Tacoma
Dr. J. J. McMillan	St. Joseph	Soundview Medical Plaza—Dr. T.H. Skrinar	Tacoma
Dr. Randall G. Duduk	St. Joseph	Dr. Jack R. Cox	Teague
Dr. Jerry Old	St. Joseph	Dr. Bill L. Halbert	Teague
Dr. John Villahermosa	St. Joseph	Dr. Kieth W. Shuey	Tecumseh
Dr. Sherry Hutchins	St. Joseph	Dr. Glen Gillean	Texarkana
Dr. Vivan Fernandez	St. Joseph	Dr. A. T. Walker	Thayer
Dr. Richard Ortiz	St. Joseph	Dr. J. W. Phillips	Thayer
Dr. David Cathcart	St. Joseph	Dr. Thomas Hodge	The Dalles, OR
*Med-Clinic (2 locations)	St. Joseph	*The Dalles Clinic	The Dalles, OR
*Barnes Care	St. Louis	Dr. Philip K. Swartz	The Dalles, OR
*Macon Medical Center	St. Louis	Dr. Charles R. Bricker	The Dalles, OR
Internal Medicine Inc.	St. Louis	Dr. H. T. Wilson	Thermopolis
Dr. C. D. Meadows	St. Louis	Dr. Peter Johnson (Falls Clinic)	Thief River Falls
Healthline Corp. Health Center (4 locations)	St. Louis	Rittenour Medical Clinic	Thompson Falls
Central Internal Medicine Associates	St. Paul, MN	Dr. N. E. Graham	Tomball
*Dr. J. E. Brown	St. Paul, MN	Dr. Ray Shearer	Toppenish
Dr. R. Hanisch	St. Paul, NE	*Torrington Medical Group	Torrington
*Urgency Care Clinic	Salem	*Dr. D. McFarlane	Trinidad
Dr. F. E. Marienau	Sandpoint	Dr. F. Visconti	Trinidad
Dr. Franz H. Siemsen	Sandpoint	Dr. Joseph Jiminez	Trinidad
Dr. James E. Berry	Sapulpa	Dr. Guileboldo Jiminez	Trinidad
*Sauk Centre Clinic	Sauk Centre	Dr. Sally Fabec	Trinidad
Dr. Basilio Lambos	Savanna	Dr. Robert Carlisle	Trinidad
Family Practice	Savanna	Dr. Stanley Biber	Trinidad
Dr. Milton Johnson	Scottsbluff	*Trinidad Medical Center	Trinidad
Dr. Les. Berenson	Seattle	*Occupational Medical Group	Tulsa
Dr. H. G. Plut	Seattle	Dr. Eric Hill	Tulsa
Dr. Joel C. Konikow	Seattle	Dr. R. B. Beithon	Twin Bridges
Dr. G. A. Mozaffarian	Seattle	L. B. Reimer (Satellite Clinic—Newcastle)	Upton, WY
*Polyclinic Dr. Stimson	Seattle	*Merit Care Valley City	Valley City
*Seattle Medical Care	Seattle	Dr. A. P. Eng	Vancouver, B.C.
Dr. Warren Fein	Seattle	Dr. V. H. Livingstone	Vancouver, B.C.
Dr. Dean Dietrich	Sedro Woolley	Dr. Malcom Rondeau	Vancouver, B.C.
Dr. J. Willoughby	Sheridan	*Family Physicians Group	Vancouver, WA
Dr. Michael Strahan	Sheridan	*Vancouver Clinic	Vancouver, WA
Dr. William M. Williams	Sheridan	Dr. John B. Hardin	Vernon
Shelby Clinic	Shelby	*Community Clinic	Wabasha
W.E. Reynolds	So. Sioux City	Wadena Medical Center	Wadena
Dr. Michael Jung	Sioux City	MeritCare Clinic	Wahpeton
*Family Practice Center	Sioux City	*Wahpeton Clinic	Wahpeton
*Central Plains Clinic	Sioux Falls	Dr. S. R. Hevel	Waitsburg
*Snoqualmie Family Clinic	Snoqualmie	Martin Faber	Walnut
*Valley View Family Medicine	Snoqualmie	Dr. J. M. Sierra	Walsenburg
*Family Urgent Care Center	Spokane	Dr. Joseph Villalon	Walsenburg
Dr. H. M. Kenney	Spokane	*Wapato Medical Clinic	Wapato
Dr. Wm. L. Gray	Spokane	Dr. G. Robert Barton	Waterton
*All Valley Medical	Spokane	Drs. W. Lindsey/B. Thacker	Waxahachie
*Southhill Medical Center	Spokane	Dr. James B. Johnson	Wenatchee
Northside Medical Center	Spokane	*Wenatchee Family Clinic	Wenatchee
Dr. Charles P. Sisco	Springdale	Burton Creek Clinic	West Plains
Dr. Peter H'Doubler	Springfield	*Wheatland Medical Clinic	Wheatland
Dr. H. A. Lowe	Springfield	*Family Physician Clinic—	
Dr. Donald E. Menchetti	Springfield	Dr. Jerrold Johnson	Whitefish
Dr. Carle Schroff	Springfield	Dr. D.E. Bosshardt	Whitefish
Dr. F. James Beckner	Stanwood	Whitefish Clinic/Dr F.M. Ricker	Whitefish
*Lakewood Clinic	Staples	*Whitehall Clinic	Whitehall
Dr. Randy Peterson	Staples	Dr. B. R. McMullen	Wichita
Dr. James Scott	Streator	*Wichita Falls Clinic	Wichita Falls
Dr. R. J. Fillion	Sterling	Dr. J. E. Anderson	Wilbur
St. Croix Valley Clinic	Stillwater	*Craven—Hagan Clinic	Williston
*Sumas Family Health Center	Sumas	Dr. Michael T. Anderson	Willmar
*Superior Clinic	Superior	Dr. Fred DuVal	Winnipeg
*Mariner Medical Clinic	Superior	*Dr. J. C. Nelson	Wymore
Dr. R. D. Rivera	Tacoma	*York Medical Clinic	York

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

SCHEDULED TIMES FOR NRPC TRAINS  
TO BE USED FOR INFORMATION ONLY.  
EXCEPT NRPC TRAINS MUST OBSERVE DEPARTURE TIME(S) SHOWN INDICATED  
BY LETTER "S".

WEST  
WARD

<b>1007</b> NRPC Daily	<b>STATION</b>	<b>1008</b> NRPC Daily
<b>GLASGOW SUBDIVISION</b>		
s0945	MINOT 54.3	2000
s1035	STANLEY 66.8	s1910
1142		s1805
s1047	WILLISTON 106.6	1700
s1221	WOLF POINT 49.6	s1510
s1309	GLASGOW 65.6	s1425

EAST  
WARD

MILK RIVER SUBDIVISION		
s1407	MALTA 87.4	s1325
1528	HAVRE	s1210

HI LINE SUBDIVISION		
s1543	HAVRE 104.6	1155
s1720	SHELBY 24.2	s1024
s1750	CUTBANK 33.4	s0950
s1829	BROWNING 14.2	s0921
	GLACIER PARK 30.9	
11942	ESSEX 25.4	10758
s2024	BELTON 12.3	s0720
	CONKELLY 10.5	
s2108	WHITEFISH 101.8	s0645

KOOTENAI RIVER SUBDIVISION		
s2257	LIBBY 82.2	s0448
	BOYER 2.0	
	SANDPOINT JCT.	

s=regular stop  
f = flag stop

## NRPC SCHEDULE

**SCHEDULED TIMES FOR NRPC TRAINS  
TO BE USED FOR INFORMATION ONLY  
EXCEPT NRPC TRAINS MUST OBSERVE DEPARTURE TIME(S) SHOWN INDICATED BY LETTER "S".**

WEST WARD ↓	1007 NRPC Daily	STATION	1008 NRPC Daily
	ST. PAUL SUBDIVISION		
		ST. CROIX 13.6	
		HOFFMAN AVENUE	

**NRPC TRAINS OPERATE OVER SOO LINE AND MINN. COMMERCIAL  
BETWEEN HOFFMAN AVE. AND ST. ANTHONY**

ST. PAUL SUBDIVISION				
	0020	ST. ANTHONY 15.0	0645	
STAPLES SUBDIVISION				
		COON CREEK 52.9		
	s0140	ST. CLOUD 65.5	s0400	
	s0244	STAPLES 62.2	s0254	
	s0341	DETROIT LAKES 44.2	s0155	
		DILWORTH		
K O SUBDIVISION				
		DILWORTH 2.6		
		MOOREHEAD JCT		
PROSPER SUBDIVISION				
		MOOREHEAD JCT. 2.0		
	0435 s0440	FARGO PSGR. STATION 0.1	s0100 0055	
		FARGO YARD OFFICE		
HILLSBORO SUBDIVISION				
		FARGO YARD OFFICE 74.6		
	0555 s0600	WEST GRAND FORKS 85.1	s2350 2345	
GRAND FORKS SUBDIVISION				
	s0720	DEVILS LAKE 57.1	s2227	
SURREY LINE SUBDIVISION				
	s0823	RUGBY 53.9	s2125	
		SURREY		
NEW ROCKFORD SUBDIVISION				
		SURREY 7.6		
	0930 s0945	MINOT	s2015 2000	

s-regular stop

**SCHEDULED TIMES FOR NRPC TRAINS  
TO BE USED FOR INFORMATION ONLY  
EXCEPT NRPC TRAINS MUST OBSERVE DEPARTURE TIME(S) SHOWN INDICATED BY  
THE LETTER "S".**

WEST WARD ↓	1007 NRPC Daily	STATION	1008 NRPC Daily	↑ EAST WARD
	<b>PEND OREILLE SUBDIVISION</b>			
		SANDPOINT JCT 0.1		
	s2345	SANDPOINT 66.5	s0155	
	0110 s0135	SPOKANE 1.8	S0040 0005	
		LATAH JCT.		
	<b>COLUMBIA RIVER SUBDIVISION</b>			
		LATAH JCT. 117.4		
	s0350	EPHRATA 52.2	s2153	
	0456	WENATCHEE	s2053	
	<b>SCENIC SUBDIVISION</b>			
	s0500	WENATCHEE 121.4	2050	
	s0810	EVERETT 15.4	s1745	
	s0840	EDMONDS 17.4	s1721	
	1025	SEATTLE	s1650	

WEST WARD ↓	1027 NRPC Daily	STATION	1028 NRPC Daily	↑ EAST WARD
	<b>PEND OREILLE SUBDIVISION</b>			
	s0145	SPOKANE 1.0	2330	
		SUNSET JCT.		
	<b>LAKESIDE SUBDIVISION</b>			
		SUNSET JCT. 144.4		
	0448	PASCO	s2038	
	<b>WISHRAM SUBDIVISION</b>			
	s0450	PASCO 126.2	2035	
	0653	WISHRAM	s1842	
	<b>FALLBRIDGE SUBDIVISION</b>			
	s0655	WISHRAM 30.3	1840	
	s0730	BINGEN 65.8	s1805	
	s0850	VANCOUVER 10.0	s1647	
	0955	PORTLAND	s1625	

↓ SOUTH WARD	1797 NRPC Daily	1011 NRPC Daily	1795 NRPC Daily	STATION	1796 NRPC Daily	1798 NRPC Daily	1014 NRPC Daily	↑ NORTH WARD
	<b>SEATTLE SUBDIVISION</b>							
	s1730	s0950	s0800	SEATTLE 39.6	1200	1810	1945	
	s1820	s1047	s0854	TACOMA 32.7	s1054	s1706	s1838	
	s1902	s1130	s0937	CENTENNIAL 21.8	s1008	s1620	s1752	
	s1923	s1154	s1000	CENTRALIA 43.3	s0948	s1558	s1729	
	s2007	s1241	s1046	KELSO 39.0	s0905	s1513	s1641	
	2044	1321	1125	VANCOUVER	s0826	s1432	s1559	
	<b>FALLBRIDGE SUBDIVISION</b>							
↑ WEST WARD	s2045	s1324	s1127	VANCOUVER 10.0	0825	1430	1556	↑ EAST WARD
	2125	1400	1200	PORTLAND	s0805	s1410	s1535	

s—regular stop

SCHEDULED TIMES FOR NRPC TRAINS TO BE USED FOR INFORMATION ONLY  
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INDICATED BY LETTER "S".

WESTWARD

1347 NRPC Daily	1005 NRPC Daily	STATION	1348 NRPC Daily Ex. Sun.	1346 NRPC Sun. Only	1006 NRPC Daily
CHICAGO SUBDIVISION					
s1755	s1535	CHICAGO UNION STATION 13.0	1035	1150	1555
s1815		LaGRANGE 15.4	s0956	s1111	
s1832	s1610	NAPERVILLE 22.0	s0940	s1055	s1454

s—regular stop

**SEE ITEM PAGE 8  
SYSTEM SPECIAL  
INSTRUCTIONS**

# POSITION IN TRAIN AND SWITCHING

## CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER

### NOTES

- (1) Placards for Division 1.1 and 1.2 Explosives are in Placard Group 1 and must be displayed on a square white background surrounded by a black border.
- (2) Placards for Division 2.3, Hazard Zone A Poison Gases and Division 6.1, Packing Group I, Hazard Zone A Poisons are in Placard Group 3 and must display on a square white background surrounded by a black border.
- (3) In switching operations where the use of hand brakes is necessary, it must be determined by trial whether a loaded, placarded car, or a car occupied by a rider in a draft containing a loaded, placarded car, has its hand brakes in proper working condition before it is cut off.
- (4) A car shall not be allowed to move under its own momentum, or be coupled into or struck by any other rail car with more force than is necessary to complete the coupling, if the car is a Class DOT 113 tank car placarded in Division 2.1 (flammable gas), placarded trailer-on-flat-car (TOFC) or placarded container-on-flat-car (COFC).
- (5) Restriction applies only to flat switching of loaded tank cars placarded Division 2.1 (flammable gas), Division 2.2 (nonflammable gas), Divisions 2.3 (poison gas) or Canadian Division 2.4 (corrosive gas). In humping operations, loaded tank cars displaying these placards may be allowed to roll free provided:
  - (a) the track to which placarded car is destined contains one or more standing cars;
  - (b) the preceding car is clear of all switches before the placarded car is cut off;
  - (c) the placarded car is cut off singly;
  - (d) the placarded car is clear of all switches before the following car is cut off; and
  - (e) the next car into the track containing the placarded car is cut off singly.

### HAZARDOUS MATERIAL REQUIREMENTS CARRIED UNDER SECTION 8 SYSTEM SPECIAL INSTRUCTIONS.

#### PLACARD GROUP 1



Division 1.1



Division 1.2



Division 1.3



Division 2.2



Class 3



Division 5.1

#### POSITION IN TRAIN RESTRICTIONS

#### RAIL CAR

#### TANK CAR

When train length permits, placarded car may not be placed nearer than the sixth car from the engine or occupied caboose.

X

X

When train length does not permit, placarded car must be placed near the middle of the train, but not nearer than the second car from an engine or occupied caboose.

X

X

Placarded car may not be transported in a passenger train.

X

X

Placarded car may not be placed next to a loaded open-top car when any of the lading protrudes beyond the car ends or if shifted would protrude beyond the car ends. Permanent bulk-head flat cars are considered the same as open-top cars.

X

X

Placarded car may not be placed next to loaded flat car or loaded wheel car, except placarded car may be placed next to closed TOFC/COFC equipment, auto carriers, and other specially-equipped cars with tie-down devices for handling vehicles.

X

X

Placarded car may not be placed next to any rail car, transport vehicle, or freight container with temperature control equipment or internal combustion engine in operation.

X

X

Placarded cars may not be placed next to each other based on the following:

(Placarded car in Placard Group 1 may not be placed next to...

X

(Placarded car in Placard Group 2 may not be placed next to...

X

(Placarded car in Placard Group 3 may not be placed next to...

X

X

(Placarded car in Placard Group 4 may not be placed next to...

X

X

Placarded car must be separated from an engine, occupied caboose or carload of undeveloped film by at least one non-placarded car. The undeveloped film restriction only applies to cars in Placard Group 4.

Placarded car must be next to and ahead of any car occupied by the guards or technical escorts accompanying the placarded rail car.

X

Placarded car must be the fourth car ahead of a car that has temperature control equipment in operation and is occupied by guards or technical escorts accompanying the placarded rail car.

X

#### SWITCHING RESTRICTIONS

Placarded car may not be allowed to move under its own momentum, or be coupled into or struck by any other rail car with more force than is necessary to complete the coupling.

X

(3)(4)

In a terminal, yard, or on a side track or siding, placarded car must be separated from the engine by at least one non-placarded rail car and must be placed in a location where it will be safe from danger of fire.



















X

A loaded, placarded tank car or a draft including a loaded, placarded tank car may not be cut off until the preceding rail car clears the ladder track and the restricted car(s) must clear the ladder track before another rail car is allowed to follow.

(5)



# RESTRICTIONS FOR PLACARDED CARS

PLACARD GROUP 2			PLACARD GROUP 3	PLACARD GROUP 4	CAR PLACARDED	CAR PLACARDED "RESIDUE"
 Division 1.4  Division 1.5  Division 2.1  Division 2.3  Oxygen (2.2)  Division 2.4  Division 4.1  Division 4.2  Division 4.3  Division 5.2  Division 6.1  Class 8			 Division 6.1, PG I, Zone A  Division 2.3, Zone A	 Class 7	 Division 1.6  Mixed Load	 (Example Placard) Division 2.1 Division 2.2 Division 2.3 Division 2.3, Zone A Oxygen (2.2) Division 2.4 Class 3 Division 4.1 Division 4.2 Division 4.3 Division 5.1 Division 5.2 Division 6.1 Division 6.1, PG I, Zone A Class 8
	RAIL CAR	TANK CAR	RAIL CAR	RAIL CAR		
		X				
		X				
	X	X	X	X	X	X
		X				
		X				
		X				
	X	X	X	X		
		X	X	X		
	X			X		
	X	X	X			
				X		X
		X	X			
	(3)(4)	X	(3)(4)	(3)	(3)	



**SEE ITEM PAGE 8  
SYSTEM SPECIAL  
INSTRUCTIONS**



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

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

**SPEED TABLE**

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

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

**TRACK BULLETIN FORM B**

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

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman      (name)      (or Gang No.           ) using track bulletin No.            line No.            between MP            and MP            on Subdivision."

- (1) To authorize train to pass a red flag or enter limits without stopping, the following will be added:

"      (train)      may pass red flag located at MP            (or enter limits) without stopping, over."

Train may pass red flag, or enter limits without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (2) To authorize a train to proceed at a speed other than restricted speed, the following will be added:

"      (train)      may proceed through the limits at            MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (3) To require train to move at restricted speed but less than 20 MPH, the following speed will be added:

"      (train)      proceed at restricted speed but not exceeding            MPH (adding if necessary until reaching MP            ), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by item (1).