

BNSF

Burlington Northern Santa Fe

**South Dakota
Division**

**Timetable
No. 1**

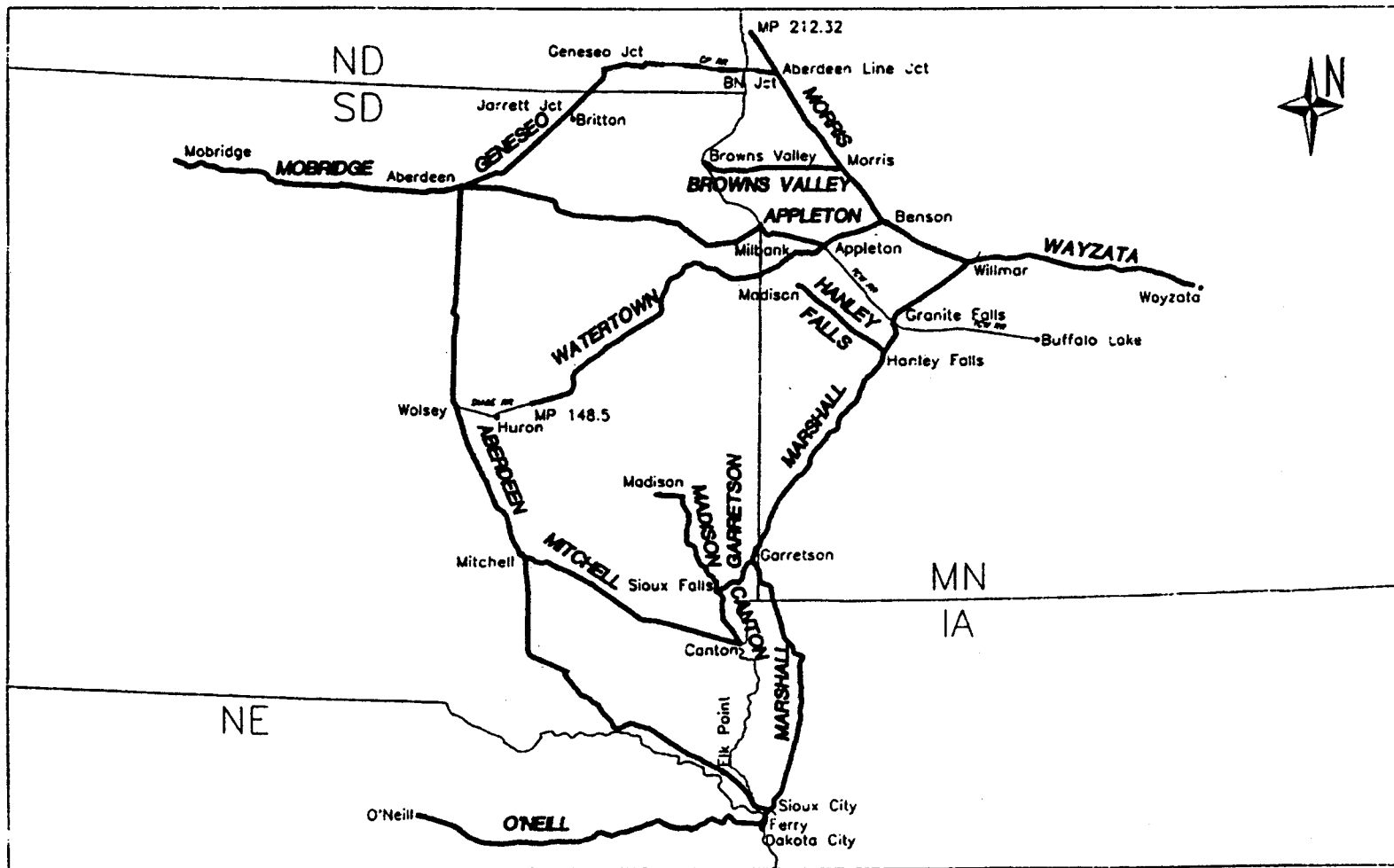
**IN EFFECT AT 0001
Central Continental Time**

Thursday August 1, 1996

**Division Superintendent
J.W. WARD
Willmar, MN
(612) 231-5516**

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

Burlington Northern Santa Fe South Dakota Division



WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Morris Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
			98.0	GOLDENROD	2.3	2MT CTC		
		03092	102.3	WILLMAR	6.6	BJTX(2)		
		03099	108.9	PENNOCK	7.4			
8866	03107	116.3	KERKOVEN	4.5				
	03111	120.8	MURDOCOK	4.6				
	03116	125.3	DE GRAFF	7.0				
18443	03123	132.3	BENSON	6.2	JTX(2)			
	03129	138.5	CLONTARF	10.2				
	03139	148.7	HANCOCK	8.8		CTC		
20074	03148	157.6	MORRIS	8.2	JTX			
7384	03156	165.7	DONNELLY	10.5				
	03167	176.2	HERMAN	4.9				
7174	03172	181.0	NORCROSS	11.5				
	03183	192.7	TINTAH	2.8				
	03186	195.6	ABERDEEN LINE JCT	4.4	AJ			
13756	03190	199.8	CAMPBELL	7.2				
	03198	206.9	DORAN	5.1				
16966	03204	212.3	E. BRECKENRIDGE					

AAR Radio Channel 36 in service between Goldenrod and E. Breckenridge.

Dispatcher Radio Call-in:	
Willmar-52	Breckinridge-45
Benson-31	Morris-54
Tintah-56	

Train Dispatchers Telephone Numbers-8-234-6403

1. Speed Regulations

1(A). Speed - Maximum

All Trains

Goldenrod to East Breckenridge 40 MPH.

1(B). Speed - Permanent Restrictions-None

1(C). Speed - Switches and Turnouts

Up to 100
Tons O/B Over 100
Tons O/B

Through No. 20 turnouts at following locations:

MP 105.0 35 MPH. 35 MPH.

MP 100.72 crossover Main 1 to Main 2 35 MPH. 35 MPH.

MP 194.9 Aberdeen Line Jct Soo/CP

crossing-speed signs placed 25 MPH. 25 MPH.

East switch at Breckenridge MP 211.9 25 MPH. 25 MPH.

Campbell West Switch 25 MPH. 25 MPH.

Willmar East Rip Track Switch 5 MPH. 5 MPH.

Crossover at Sioux Line Jct. between North and South leads &

No. 1 and No. 2 Main Track 5 MPH. 5 MPH.

1(D). Speed - Other

On noncontrolled siding Benson 10 MPH. 10 MPH.

Sidings:

Kerkhoven	25 MPH.	25 MPH.
Benson east siding switch and controlled siding	25 MPH.	25 MPH.
Morris	25 MPH.	25 MPH.
Donnelly	25 MPH.	25 MPH.
Norcross	25 MPH.	25 MPH.
Willmar scale lead	10 MPH.	10 MPH.
Willmar roundhouse	5 MPH.	5 MPH.
On north lead—westward head—end movements over 7th St. MP 102.5	5 MPH.	5 MPH.

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

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

Goldenrod to E. Breckenridge 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may operate.

3. Method of Operation—

TWC Instructions—Originating trains must obtain Track Warrant listing track bulletins in effect.

Yard Limits—in effect:

Red River Valley Western operates Main track from MP 212.32. 6.13 Yard Limits are in effect within these limits. Burlington Northern Santa Fe trains must contact RRVW Operations on AAR Channel 61 for permission to pass MP 212.32 Westward.

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

4. General Code of Operating Rules Items—

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

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

MP 104.07

Electric lock switches—At Benson or Morris must not be used to enter or leave Main track without permission from control operator.

At Benson, hand operated switch installed at MP 134.3.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: None

B. Other FED locations:

Murdock MP 121.6

Morris MP 161.1

Tintah MP 189.9

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:

Eastward trains between MP 33.0 to MP 34.0

Morris—At Morris when occupying elevator track, the following crossings must be protected by flagmen:

MP 157.2 – 5th Street

MP 157.3 – 6th Street

MP 157.4 – 7th Street

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

The following crossings must be protected by flagman—

Campbell—On house track over State Aid Road No. 11 MP 199.8 just west of depot.

Herman—Old siding and all elevator tracks unless gates are down.

Donnelly—On industry track over Fourth Street crossing MP 165.7.

Willmar—Loaded coal trains permitted only on the following tracks:

Main 1

Main 2

Track 17 via north lead or extension track

Murdock—Locomotive may not occupy scale on elevator track.

DeGraff—Close clearance exits at loading ramp located on elevator track.

Benson—The Appleton Subdivision switch when lined for Appleton Subdivision will display red target on non-controlled siding.

During switching movements, make every effort to keep one downtown crossing (12th Street, MP 132.56; 13th Street, MP 132.63 or 14th Street, MP 132.70) open for vehicular traffic.

If it is impossible to keep a crossing open due to the size of movement handled, switching movements must stop and traffic cleared at intervals not to exceed ten (10) minutes.

If a crossing must be blocked for longer than (10) minutes due to mechanical failure, etc., a crew member must communicate with the dispatcher who will relay the information to the Swift County Sheriff and Benson Police Departments.

Willmar—Do not exceed 5 MPH on St. Cloud stub track. Switching on this track restricted to daylight hours only.

8. Line Segments—

Yard Line Segments—

Line Segment	Limits
552	Willmar

Road Line Segments

Line Segment	Limits
22	Goldenrod to E. Breckenridge

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
Coop Spur	1.7 west of Murdock	16	West
03178 Charlesville	6.4 west of Norcross	16	Both

WEST WARD ↓	Marshall Subdiv MAIN LINE STATIONS				Method of Oper.	Track Diagram	EAST WARD ↑
	Length of Siding in Feet	Station Nos.	Mile Post Location				
			SIOUX CITY				
		07109	222.2	(18th Street Yard) BJTR			
			8.9				
		07118	212.7	HINTON			
			1.3				
		07119	211.4	WREN TOWER A			
			5.5				
7,000		07125	205.9	MERRILL			
			12.5				
		07138	193.4	STRUBLE			
			13.2				
		07151	180.2	SIOUX CENTER			
			3.4				
7,000		07154	176.8	AIRPORT			
			13.2				
		07168	163.6	DOON			
			5.7				
5,198		07173	158.0	ALVORD			
			6.8				
		07180	151.1	LESTER			
			6.5				
7,000		07187	144.7	HILLS			
			6.6				
		07194	138.1	MANLEY			
			10.7				
7,277		07204	127.3	GARRETSON JT			
			3.3				
		07207	124.0	SHERMAN			
			7.7				
		07215	116.3	JASPER			
			4.6				
6,170		07220	111.7	IHLEN			
			3.5				
		07223	108.2	SPLIT ROCK			
			3.3				
		07226	105.0	PIPESTONE			
			8.8				
		07235	96.2	HOLLAND			
			7.8				
7,000		07243	88.0	RUTHTON			
			5.0				
		07248	83.3	FLORENCE			
			7.9				
		07256	75.5	RUSSELL			
			5.9				
		07262	69.6	LYND			
			7.0				
7,553		07270	62.6	MARSHALL			
			12.7				
		07281	50.0	COTTONWOOD			
			2.6				
7,000		07283	47.4	SHAM LAKE			
			3.6				
3,070		07288	43.8	HANLEY FALLS JT			
			9.6				
5,013		07297	34.2	GRANITE FALLS A			
			5.6				
		07303	28.6	ASBURY			
			3.5				
		07306	25.2	MAYNARD			
			5.9				
7,569		07312	19.2	CLARA CITY			
			7.6				
2,757		07320	11.6	RAYMOND			
			6.1				
		07326	5.5	PRIAM			
			5.9				
		03092	0.0	WILLMAR BJTXR			

AAR Radio Channel 70 in service on this Subdivision.

Train Dispatchers Telephone Numbers-234-6404.

On the Sioux City Subdivision, Nebraska Division, MP 102.01 to Sioux City is part of and under the jurisdiction of the South Dakota Division.

MARSHALL SUBDIVISION

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Dispatcher Radio Call-in:		
Sioux City-53	Sioux Center-67	Garretson-65
Pipestone-64	Marshall-63	
Granite Falls-62	Willmar-73	

1. Speed Regulations

- 1(A). Speed – Maximum** **Freight**
 Sioux City to Willmar 49 MPH.
- 1(B). Speed – Permanent Restrictions**
 MP 2.0 to MP 29.0 49 MPH.
 MP 29.0 to MP 60.0 45 MPH.
 MP 60.0 to MP 80.0 40 MPH.
 MP 80.0 to MP 119.0 45 MPH.
 MP 119.0 to MP 142.0 40 MPH.
 MP 142.0 to MP 219.0 45 MPH.
 MP 219.0 to MP 220.0 20 MPH.
- 1(C). Speed – Switches and Turnouts–None**
- 1(D). Speed – Other**
 Sioux City –Head end speed restriction over 18th Street crossing MP 222.2 10 MPH.
 Wren Tower–over crossing diamond MP 211.4 30 MPH.
 CCP Railroad Crossing MP 211.3 30 MPH.
 Pipestone – On Rock island Main track, Continental grain track and
 BNSF transfer track 5 MPH.
 Eastward trains MP 32.0 (HE only) 30 MPH.
 TC&W Railroad crossing MP 32.7 30 MPH.
 Westward trains MP 34.0 (HE only) 30 MPH.
 Hanley Falls – Connection track to Minn. Valley RR and connection tracks
 to Hanley Falls Subdivision 5 MPH.
 All sidings 10 MPH.

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

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

Sioux City to Russell 138 tons
 Russell to Willmar 143 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

3. Method of Operation–

Restricted Limits–in effect:

MP 219.0 to MP 223.2
 MP 2.0 to MP 0.0

TWC–in effect:

MP 219 (Sioux City) to MP 2.0 (Willmar)

4. General Code of Operating Rules Items

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

5. Trackside Failed Equipment Detectors (FED)

A. Protecting Bridge, tunnel or other structures: None

B. Other FED Locations:

Sham Lake MP 46.1
 Ihlen MP 111.7
 Alvord MP 160.1
 Struble MP 197.5

6. FRA Excepted Track: None

7. Special Conditions**Test Mile Locations—**

MP 209—MP 208
 MP 135—MP 134
 MP 122—MP 121
 MP 8 —MP 7

Sioux City—All trains and on-track equipment arriving off the Marshall subdivision are to contact the Sioux City yardmaster before passing 46th Street.

All trains and on-track equipment arriving off the Sioux City Subdivision (Nebraska Division) are to contact the Sioux City yardmaster before passing MP 101.0.

Normal position of main track switches DOES NOT APPLY at the main track switches: 7th St. crossover, 18th St. crossover, main track switch at 31st St. and west end of new pass switch.

These switches may be left lined as last used; however they **MUST BE LOCKED**. Trains and engines must approach these switches expecting to find them lined against movement.

Sioux City Subdivision (Nebraska Division) at MP 107.84, Grand Ave., bridge height restriction 19 feet 6 inches.

Sherman — Six axle locomotives not permitted on elevator track.

Pipestone — Not more than two locomotives and four cars are permitted on Old Rock Island track at one time.

Granite Falls — Trains and engines occupying main track at depot or lining West siding switch or crossover switches for movements out of siding automatically establish route for westward movement through interlocking provided no conflicting movement on Twin Cities Western track. Route will remain established for approximately four minutes. If route is not used, Automatic Interlocking control can be taken away by Twin Cities Western trains or engines approaching interlocking.

Marshall—At Minnesota Corn Processors, BNSF authorized to operate over lead and switch on tracks 7 and 8 only.

Crossing Protection—When using sidings and/or industry tracks at the following crossings, traffic must be warned by crew member on the ground at the crossing unless crossing warning signals are known to be operating for over 20 seconds:

MP 11.54	Colfield Ave.	Raymond
MP 43.61	Highway 38	Hanley Falls
MP 43.93	Highway 18	Hanley Falls
MP 62.19	Fairview	Marshall
MP 128.01	Dows Street	Garretson
MP 49.98	City Road 80	Cottonwood
MP 50.14	City Road 9	Cottonwood
MP 34.17	9th Street	Granite Falls
MP 19.44	Main Street	Clara City

8. Line Segments—**Yard Line Segments—**

Line Segment	Limits
552	Willmar
555	Sioux City Yard
556	Sioux City Terminal Co.
559	Pipestone

Road Line Segments—

Line Segment	Limits
197	Sioux City to Willmar

Ballast Pits—

Line Segment	Limits
579	Granite Falls

MARSHALL SUBDIVISION

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9. Locations Not Shown as Stations

Name		Miles-Location	Capacity Cars	Switch Opens
07132	Northwest Iowa Farm Bureau Service Co.	7.1 east of Struble	8	West
	Sioux Preme Packing Co.	3.2 east of Sioux Center	6	East
07224	Jasper Grain Track	4.1 east of Ihien	54	Both
07250	Southwestern Minnesota Dairy Ass'n Spur	1.0 east of Russell	12	East
07265	Lyon Farm Center	1.5 east of Marshall	6	West

WEST WARD ↓	Aberdeen Subdiv BRANCH LINE STATIONS				Method of Oper.	Track Diagram	EAST WARD ↑
	Length of Siding In Feet	Station Nos.	Mile Post Location				
			SIOUX CITY				
		60000	513.1	(East Yard) 6.0	R		
		60006	519.1	NORTH SIOUX CITY 6.5	R		
		60013	525.6	JEFFERSON 7.7			
		60021	533.4	EAST WYE SWITCH 0.7	J		
		60022	534.0	ELK POINT 8.6			
		60030	542.6	BURBANK 5.7			
		60035	548.3	VERMILLION 8.5			
		60041	556.8	MECKLING 6.1			
		60050	562.9	GAYVILLE 12.2			
		60063	575.1	YANKTON 5.6			
		60069	580.7	NAPA 10.2			
		60083	590.9	LESTERVILLE 11.4			
		60090	602.3	SCOTLAND 6.6			
		60097	608.9	KAYLOR 7.0	TWC		
		60104	615.9	TRIPP 5.5			
		60109	621.4	BEARDSLEY 6.5			
		60116	627.9	PARKSTON 5.5			
		60121	633.4	DIMOCK 5.1			
		60127	638.5	ETHAN 11.5			
		60399	650.0	MITCHELL 15.0	J Rule 6.28		
		60414	665.0	LETCHER 13.2			
		60427	678.2	WOONSOCKET 9.7			
		60437	687.9	ALPENA 16.7			
				WOLSEY			
		60454	704.6	(DM&E Crossing) 23.1	AJ		
		60477	727.7	TULARE 10.1			
4,552		60487	737.8	REDFIELD 8.2			
		60495	746.0	ASHTON 11.0			
		60506	757.0	MELLETTE 11.7			
		60518	768.7	WARNER 8.6			
			777.0	ABERDEEN SOUTH 1.6	Rule 6.28		
		54721	778.6	ABERDEEN	TBJ		

AAR Radio Channel 70 in service for this Subdivision.

AAR Radio Channel 36 in service for yard forces in Aberdeen

AAR Radio Channel 36 in service for yard forces Sioux City area.

Dispatcher Radio Call-in:		
North Sioux City-53	Gayville-84	Viborg-68
Mitchell-69	Redfield-86	Huron-81
Scotland-78		

Train Dispatchers Telephone Numbers— 234-6404

1. Speed Regulations

- 1(A). Speed – Maximum Freight
 Sioux City to Aberdeen 25 MPH.
- 1(B). Speed – Permanent Restrictions
 MP 535.1 to MP 543.4 10 MPH.
 MP 600.8 to MP 602.7 10 MPH.
 MP 620.5 to MP 636.8 10 MPH.
- 1(C). Speed – Switches and Turnouts—None
- 1(D). Speed – Other
 Between absolute signals of interlockings Wolsey MP 704.6 12 MPH.
 Industry and yard tracks 5 MPH.
 Bridge T454(MP 634.4), T468(MP 649.5) and D70(MP 766.9)
 six axle locomotives 10 MPH.
 Item 1A of the System Special Instructions applies.

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

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

Sioux City to Aberdeen 134 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.
 Six axle locomotives and six axle derricks are permitted on the main track only and within Rule 6.28 territory at Aberdeen between MP 777.0 and MP 778.6 and at Mitchell between MP 648.2 and MP 654.0.
 Sioux City to Mitchell—trains over 15,000 tons not permitted.
 At Huron on BNSF/DM&E Transfer, only 4 axle locomotives allowed.

3. Method of Operation—

Restricted Limit—in effect:

Sioux City MP 521.0 to MP 513.1

TWC Limits— MP 521.0 to MP 776.0.

Rule 6.28—Do not exceed 10 MPH between:

Huron MP 160.5 to MP 161.3 on former main track
 Mitchell MP 648.2 to MP 654.0 on former main track
 Aberdeen MP 777.0 to MP 778.6 on former main track

4. General Code of Operating Rules Items

Rule 5.4.4—Authorized on this subdivision

Rule 6.19—When flagging required distance will be 1 mile.

Trains that will operate on the DM&E trackage between Wolsey and Huron will receive their track warrants and track bulletins through direct phone contact with DM&E dispatcher in Brookings (605-692-6486).

5. Trackside Failed Equipment Detectors (FED)—None

6. FRA Excepted Track—None

7. Special Conditions

Sioux City—Normal position of main track switches DOES NOT APPLY at the main track switches:

7th St. crossover, 18th St. crossover, main track switch at 31st St. and west end of new pass switch.

These switches may be left lined as last used; however they MUST BE LOCKED. Trains and engines must approach these switches expecting to find them lined against movement.

Test Mile Locations—

Westward trains between MP 665 to MP 666

Eastward trains between MP 774 to MP 773

Huron to Wolsey—Current DM & E timetable governs. Maximum speed on BNSF/DM&E connection track at Wolsey is 10 MPH.

NAPA—Trackage from Napa westward on state owned property will be operated by the Dakota Southern Railroad.

Aberdeen Subdivision main track, Dakota Southern main track, and both wye tracks are designated as interchange tracks between BNSF and Dakota Southern Railway.

Between Mitchell and Chamberlain—At Mitchell Westward track from Rapid City Jct. (MP 650.8) on state owned property will be operated by Dakota Southern Railway.

Dakota Southern Railway will interchange at Mitchell and Napa and must contact Northtown dispatcher when at Mitchell and Napa before entering Aberdeen Subdivision to obtain track warrants and track bulletins.

Between Mitchell to Aberdeen—Maximum number of loaded cars to be handled in train is 120.

Aberdeen Yard-Sixth Ave—Color light type indicators located adjacent to all tracks on both sides of the street crossing governing train and engine movements over crossings are in service.

When yellow is displayed, traffic signals are at stop and rail movements may be made over crossings.

When red is displayed the following will govern:

Push buttons for manual control of the traffic signals are located on the masts of the indicators. When indicator displays red after a train has approached to within 50 ft. of the crossing a member of the crew must operate the button. If indicator continues to display red, movement must be made as per Rule 6.32.1.

8. Line Segments—

Yard Line Segments—

Line Segment	Limits
2012	Sioux City East YArD
549	Sioux City (Ex Milw)
555	Sioux City Yard
556	Sioux City Terminal Co.
2011	Mitchell Yard
2013	Aberdeen Yard

Road Line Segments

Line Segments	Limits
2001	Sioux City to Aberdeen

9. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
54161 Huron	14 miles east of Wolsey	25	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Mobridge Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		54721	707.0	ABERDEEN	JTB	Rule 6.28	
			709.1	ABERDEEN WEST			
	9,446	08320	720.1	MINA		CTC	
		08328	728.2	CRAVEN			
		08333	733.3	IPSWICH			
	7,834	08341	741.6	BEEBE			
		08349	748.6	ROSCOE			
	7,758	08357	757.2	GRETNA			
	7,429	08370	770.9	ALAMO			
		08377	776.6	JAVA JCT			
	7,673	08384	784.2	SELBY			
	7,970	08396	796.3	GLENHAM			
		08405	805.1	MOBRIDGE	T		

AAR Radio Channel 85 in service on this Subdivision.

AAR Radio Channel 36 in service for Yard Forces at Aberdeen.

Dispatcher Radio Call-in:	
Aberdeen East-01	Aberdeen West-71
Roscoe-97	Mobridge-98

Train Dispatchers Telephone Numbers-234-1233

1. Speed Regulations

1(A). Speed - Maximum

Aberdeen to Mobridge Freight 40 MPH.

1(B). Speed - Permanent Restrictions

MP 706.0 to MP 709.1 Head End Restriction Only 10 MPH.

MP 801.5 to MP 802.7 10 MPH.

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

1(D). Speed - Other

All sidings 10 MPH.

Aberdeen over 3rd and 6th Avenue crossing (HE only) 10 MPH.

Aberdeen-over the East and West Leg of Wye 10 MPH.

Over scale at Sun Products at MP 731.0 5 MPH.

Bridge 718.4 cars heavier than 138 tons 10 MPH.

Item 1A of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

Aberdeen to Mobridge 143 tons

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

Freight trains over 100 tons/OB are permitted only on the following tracks:

Main track between Aberdeen and Mobridge

No. 1, 2, 3 track at Aberdeen

Sidings at Beebe, Selby, Glenham

Loaded Coal trains only permitted on tracks 1, 2, and 3 at Aberdeen.

Eastward trains exceeding 100 tons/OB are not permitted to enter Track 2 from the west end at Aberdeen.

Trains exceeding 100 tons/OB are not permitted on Tracks 10, 11, 12, 13 and 14 at Aberdeen.

3. Method of Operation—

CTC—in effect:

Aberdeen West to Mobridge

TWC Instructions—Track warrants and track bulletins will be received at Aberdeen via facsimile machine or COMPASS printer for the following trains:

Moorhead Subdivision – Benson to Willmar

Appleton Subdivision – Appleton to Grebner

Mobridge Subdivision – Aberdeen to Mobridge

Appleton Subdivision – Appleton to Benson

Conductors going on duty at Aberdeen will call the train dispatcher at 234–1233, identify themselves and their train by engine number and request a track warrant and respective track bulletins in effect. Track Warrants and Track Bulletins will also be received through direct radio or phone contact with the Train Dispatcher.

Rule 6.28—MP 706.0 to MP 709.1—(HE only).

4. General Code of Operating Rules Items—

Rule 6.19—When flagging is required, distance will be 1 mile.

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

MP 727.70	MP 764.20
MP 728.50	MP 776.62
MP 733.40	MP 783.82
MP 733.29	MP 784.43
MP 733.61	MP 804.50
MP 733.67	MP 804.90
MP 748.51	MP 805.20
MP 763.69	MP 805.30

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures: NONE

B. Other FED locations:

Roscoe	MP 752.5
Selby	MP 787.4

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:

Eastward trains between MP 787 to MP 786

Westward trains between MP 723 to MP 724

Between Aberdeen and Mobridge— Dual control switches located as follows:

Aberdeen Yard – West end

Glenham – East and West end of siding

Aberdeen Yard—Normal position for east leg of wye switch from the drill track north of the overpass is lined for through movement on the drill track.

At Aberdeen, Main Track between MP 709.1 to MP 706 is Non–ABS.

Sixth Ave.—Color light type indicators located adjacent to all tracks on both sides of the street crossing governing train and engine movements over crossings are in service. When yellow is displayed, traffic signals are at stop and rail movements may be made over crossings. When red is displayed the following will govern: Push buttons for manual control of the traffic signals are located on masts of the indicators. When indicator displays red after a train has approached to within 50 feet of the crossing a member of the crew must operate the button. If indicator continues to display red, movement must be made as per Rule 6.32.1.

Roll-by Inspection— Are required by train crews when entering the main track from junction points and at initial terminals. A roll-by of one side is always required. If delay to the train will not result, both sides should be inspected. These roll-bys will be made at speeds not exceeding 10 MPH.

8. Line Segments—

Yard Line Segments—

Line Segment	Limits
2013	Aberdeen Yard

Road Line Segments—

Line Segment	Limits
2005	Aberdeen to Mobridge

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
08330 Sun Products	2.1 west of Craven	80	Both
08364 Bowdle	6.7 west of Gretna	44	Both
54721 So Dak Wheat Growers	2.2 west of Aberdeen	54	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Appleton Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		03123	0.0	BENSON	JRT	TWC	
		54007	7.1	DANVERS			
		54015	15.0	HOLLOWAY			
		54021	578.2	APPLETON	AJY	CTC	
2,413			579.4	WEST APPLETON			
		08194	593.8	ODESSA			
8,384	08200	600.0	ORTONVILLE			TWC ABS	
	08201	600.7	STATE LINE				
	08202	602.2	BIG STONE				
14,880	08211	611.1	MILBANK	JT		Rule 6.28	
10,559	08233	633.2	SUMMIT				
8,312	08257	657.2	WEBSTER				
12,142	08268	668.5	BRISTOL			Rule 6.28	
9,302	08278	678.1	ANDOVER				
	08288	687.9	GROTON				
	08302	702.3	GREBNER			Rule 6.28	
		706.0	ABERDEEN EAST				
	54721	707.0	ABERDEEN	BJT			

AAR Radio Channel 54 in service on this Subdivision.

AAR Radio Channel 36 in service for Yard Forces at Aberdeen.

Train Dispatchers Telephone Numbers—234-6403

NOTE: Mile Posts between Bristol & Andover are numbered as follows:

MP 676
MP 676A
MP 676B
MP 676C
MP 676D
MP 677 etc.

Dispatcher Radio Call-in:	
Aberdeen East-01	Aberdeen West-71
Summit-95	Webster-96

1. Speed Regulations

1(A). Speed – Maximum

Benson to Aberdeen 40 MPH.

1(B). Speed – Permanent Restrictions

MP 706.0 to MP 709.1 (HE only) 10 MPH.

1(C). Speed – Switches and Turnouts

Through all sidings and turnouts 10 MPH.

At Big Stone—Maximum turnout speed through Big Stone Power Switch,
MP 602.2 20 MPH

1(D). Speed – Other

Through all sidings and turnouts 10 MPH.
 At Aberdeen– Head End Restriction over 3rd and 6th Avenue crossing 10 MPH.
 Speed for Industrial trackage from MP 602.2 to Big Stone Power Plant:
 Aberdeen–over the East and West Leg of Wye 10 MPH.
 Item 1A of the System Special Instructions applies between Appleton (MP 578.2) and
 Webster (MP 657.5), between (MP 666.5) Aberdeen (MP 703.0)

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

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

Appleton to Aberdeen 143 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not
 permitted.
 Freight trains over 100 tons/OB are permitted only on the following tracks:
 Main track between Appleton and Aberdeen.
 Sidings at Andover, Bristol, Summit, Milbank, Ortonville and Plant Loop at Big Stone.
 Loaded coal trains permitted only on tracks 1, 2 and 3 at Aberdeen.
 Eastward trains exceeding 100 TON/OB are not permitted to enter track 2 from the
 west end at Aberdeen.
 Trains exceeding 100 TON/OB are not permitted on tracks 10, 11, 12, 13 and 14 at
 Aberdeen.
 At Appleton–No six axle locomotives allowed on TCW siding.

3. Method of Operation–**TWC Instructions–**

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 will not permit movement.
 Track warrants and track bulletins will be received at Aberdeen via facsimile machine or
 COMPASS printer for the following trains:
 Moorhead Subdivision – Benson to Willmar
 Appleton Subdivision – Appleton to Grebner
 Mobridge Subdivision – Aberdeen to Mobridge
 Appleton Subdivision – Appleton to Benson
 Conductors going on duty at Aberdeen will call the train dispatcher at 8–234–6403
 Aberdeen East, 8–234–6403 Aberdeen West, identify themselves and their train by
 engine number and request a track warrant and respective track bulletins in effect.
 Track Warrants and Track Bulletins will also be received through direct radio or phone
 contact with the Train Dispatcher.

Yard Limits–in effect:

Appleton MP 20.0 to MP 21.3

Restricted Limits–in effect:

Benson MP 0.0 to MP 1.0

Rule 6.28–MP 706.0 to MP 709.1

4. General Code of Operating Rules Items–

Rule 6.19–When flagging is required, distance will be 1 mile.

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

MP 599.0	MP 603.35
MP 603.62	MP 632.88
MP 611.00	MP 633.37

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting bridges, tunnels or other structures: None

B. Other FED locations:

Webster	MP 653.6
Groton	MP 684.6

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:

Eastward trains between MP 700 to MP 699

Westward trains between MP 605 to MP 606

Between Appleton and Aberdeen—Dual control switches located as follows:

Odessa West end only

Ortonville East and West

Big Stone Switch

Milbank – East and West end of sidings

Summit – East and West end of siding

Aberdeen Yard – West end

Switch located at MP 21.4 between Appleton and Louisburg is to be lined for the Appleton subdivision connection track except when changed for immediate use.

Maximum authorized speed on connecting track and siding is not to exceed 10 MPH.

Maximum authorized speed over the switch at MP 21.4 is 10 MPH when operating in either direction on the new connecting track.

Switch located at MP 578.8 on Appleton subdivision siding will be left lined for connection track.

Switch located at MP 579 on Soo Line main track will be lined for siding except when changed for immediate use.

Webster—Siding authorized for 100 tons/OB for work train service only.

Odessa—At west siding switch, MP 593.4, the dual control switch is removed from service. Absolute signals governing eastward and westward main track to main track movements remain in service.

Big Stone Spur Track—

MP 0.0 to MP 2.0 20 MPH.

MP 2.0 to MP 3.0 15 MPH.

MP 3.0 to Unloading facility 10 MPH.

Aberdeen Yard—Normal position for east leg of wye switch from the drill track north of the overpass is lined for through movement on the drill track.

At Aberdeen, Main Track between MP 709.1 to MP 706 is Non-signalized.

Sixth Ave.—Color light type indicators located adjacent to all tracks on both sides of the street crossing governing train and engine movements over crossings are in service. When yellow is displayed, traffic signals are at stop and rail movements may be made over crossings. When red is displayed the following will govern: Push buttons for manual control of the traffic signals are located on masts of the indicators. When indicator displays red after a train has approached to within 50 feet of the crossing a member of the crew must operate the button. If indicator continues to display red, movement must be made as per Rule 6.32.1.

Roll-by Inspection—Are required by train crews when entering the main track from junction points and at initial terminals. A roll-by of one side is always required. If delay to the train will not result, both sides should be inspected. These roll-bys will be made at speeds not exceeding 10 MPH.

8. **Line Segments—**

Yard Line Segments—

Line Segment	Limits
2013	Aberdeen

APPLETON SUBDIVISION

19

Ballast Pits--

Line Segment Limits

578 Appleton
586 Ortonville

Road Segment

Line Segment Limits

200 Benson to Holloway
2004 Appleton to Groton
2005 Groton to Aberdeen

FOR LINE SEGMENT ONLY THE FOLLOWING IS IN EFFECT:

MP 676A=677

MP 676B=678

MP 676C=679

MP 676D=680

(Break point at MP 676.5 or .5 mile West of MP 676D)

9. Locations not Shown as Stations--

Name	Miles--Location	Capacity Cars	Switch Opens
08185 Cornell	7.8 west of Appleton	25	Both
08203 Dakota Granite	1.1 west of Big Stone	21	Both
08246 Waubay	13.4 west of Summit	45	Both
08264 Holmquist	6.4 west of Webster	42	West
08299 Bath	11.1 west of Groton	19	East

W E S T W A R D ↓			Geneseo Subdiv BRANCH LINE STATIONS			
	Length of Siding in Feet	Station Nos.	Mile Post Location		Method of Oper.	Track Diagram
		03186	0.0	ABERDEEN LINE JCT	JR	TWC
	54601	0.6	BN JCT	JR		
BETWEEN B. N. JCT AND GENESEO JCT. SOO LINE RR TIMETABLE GOVERNS.						
	54645	43.3	GENESEO JCT	J	TWC	
	54651	48.7	CAYUGA			
	54657	54.8	RUTLAND			
	54666	64.1	HAVANA			
	54673	70.7	KIDDER			
	54680	74.2	JARRETT JCT	J		
	54687	84.9	AMHERST			
	54694	91.3	CLAREMONT			
	54704	102.3	PUTNEY			
		118.0	ABERDEEN NORTH			
	54721	118.4	ABERDEEN	BJT	Rule 6.28	

AAR Radio Channel 54 in service on this Subdivision.

Dispatcher Radio Call-In:

Rutland-49

Aberdeen East-01

Train Dispatchers Telephone Numbers-234-6403

1. Speed Regulations

1(A). Speed - Maximum

Geneseo Jct. to Aberdeen 10 MPH. **Freight**

1(B). Speed - Permanent Restrictions

MP 118.0 to MP 118.9 10 MPH.

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

1(D). Speed - Other

Item 1A of the System Special Instructions applies.

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

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

Aberdeen Line Jct to Aberdeen 134 tons

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

Six axle locomotives and six axle derricks not permitted.

Maximum number of loaded cars in any train consist is 110 cars.

3. Method of Operation-

Restricted Limits-in effect:

Aberdeen Line Jct. MP 0.0 to MP 0.6

TWC-in effect: Aberdeen Line Jct to Aberdeen North.

Rule 6.28-Between Jarrett Jct and Britton- Rule 6.28 applies. Maximum speed 25 MPH.

Aberdeen-MP 118.0 to MP 118.6 do not exceed 10 MPH.

Eastward trains will require Soo Line Track Warrant at Aberdeen, if operating beyond Geneseo Jct.

Westward trains originating at BN Jct. will require Soo Line Track Warrant. Track Warrant will be obtained by contacting Soo Line dispatcher on BNSF channel 1 at BN Jct.

Trains will receive their track warrants and track bulletins at Aberdeen via the facsimile device or Compass printer. Conductors going on duty at Aberdeen will call the dispatcher Mpls. 8-234-6403, identify themselves and their train by engine number and request a track warrant and respective track bulletins in effect. Track Warrants and Track Bulletins will also be received by trainmen through direct radio or phone contact with the Train Dispatcher.

4. General Code of Operating Rules Items—

Rule 6.19—When required to flag, distance will be 1 mile.

5. Trackside Failed Equipment Detectors (FED)—None

6. FRA Excepted Track—Between Geneseo Jct. (MP 43.0) and Kidder (MP 69.0)

7. Special Conditions—

Speed Test Boards—Engineers shall test speed of their trains passing following points as compared with speed table:
Eastward Trains between MP 116 to MP 115.

Roll-by Inspection—Are required by train crews at initial terminals. A roll-by of one side is always required. If delay to be train will not result, both sides should be inspected. These roll-bys will be made at speeds not exceeding 10 MPH.

8. Line Segments—

Yard Line Segments—

Line Segment	Limits
2013	Aberdeen Yard

Road Line Segments

Line Segment	Limits
209	Aberdeen Line Jct to Aberdeen

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
54639 Lidgerwood	5.4 east of Geneseo Jct	175	East
54622 Hankinson	17.6 east of Geneseo Jct	125	East
54677 Britton	3.0 east of Jarrett Jct	20	East
54699 Hutton	5.3 west of Claremont	20	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Browns Valley Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		03148	0.0	MORRIS	JTXR	TWC	
		54507	7.2	8.2 ALBERTA			
		54513	13.3	6.1 CHOKIO			
		54519	19.2	5.9 JOHNSON			
		54526	26.2	7.0 GRACEVILLE			
		54532	32.1	5.9 BARRY			
		54539	39.4	7.3 BEARDSLEY			

AAR Radio Channel 54 in service on this Subdivision.

Dispatcher Radio Call-in:

Morris-54

Train Dispatchers Telephone Numbers-234-6403

1. Speed Regulations

1(A). Speed - Maximum

Freight

Morris to Beardsley 25 MPH.

1(B). Speed - Permanent Restrictions-None

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

1(D). Speed - Other

MP 0.0 to MP 40.0 when temperature is at or above 90 degrees Fahrenheit, do not exceed 10 MPH, trains will not handle over 10,000 tons, and refrain from using dynamic braking within these limits.

Item 1A of the System Special Instructions applies.

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

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

Morris to MP 40.0 134 tons

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

Six axle locomotives, six axle derricks and four axle locomotives in excess of 132.5 tons not permitted.

Maximum number of loaded cars in any train consist between MP 0.0 and MP 40.0 is 110 cars.

3. Method of Operation-

TWC-in effect: Morris to Beardsley

Restricted Limits-in effect:

Morris MP 0.0 to MP 1.5

4. General Code of Operating Rules Items-

Rule 6.19- When required to flag, distance will be 1 mile.

5. Trackside Failed Equipment Detectors (FED)-None

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

Roll-by Inspection—Are required by train crews at initial terminals. A roll-by of one side is always required. If delay to the train will not result, both sides should be inspected. These roll-bys will be made at speeds not exceeding 10 MPH.

Beardsley—Switch point derail installed on main track at Beardsley elevator track at MP 39.1, 350 ft. east of east elevator switch and at MP 39.9 2640 ft. west of west elevator switch.


8. Line Segments—

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
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201	Morris to Beardsley
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9. Locations not Shown as Stations— None

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Watertown Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		54021	21.2	APPLETON	AJR			
		54030	29.9	LOUISBURG				
		54036	36.4	BELLINGHAM				
		54046	45.5	NASSAU				
		54057	57.1	LA BOLT				
		54065	64.8	STOCKHOLM				
		54072	72.0	SOUTH SHORE				
2,639		54091	91.2	WATERTOWN	UR			
		54101	101.0	GROVER				
		54107	107.4	HAZEL				
		54114	114.8	VIENNA				
		54123	123.2	WILLOW LAKE				
		54135	135.3	BANCROFT				
		54140	139.7	OSCEOLA				
		54148	147.5	YALE				
			148.5	MP 148.5				

Between Yale and Wolsey DM&E Timetable governs.

AAR Radio Channel 54 in service for this Subdivision.

Dispatcher Radio Call-in:		
Appleton-57	Nassau-58	Watertown-59
Willow Lake-60	Huron-61	

Train Dispatchers Telephone Numbers-234-6403

1. Speed Regulations

1(A). Speed - Maximum

	Freight
Appleton to MP 34.5	40 MPH.
MP 34.5 to MP 85.0	25 MPH.
MP 85.0 to MP 93.6	10 MPH.
MP 93.6 to MP 148.5	25 MPH.

1(B). Speed - Permanent Restrictions-None

1(C). Speed - Switches and Turnouts

N.E. Terminal Switches 1 & 2 at Watertown	5 MPH.
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1(D). Speed - Other

MP 91.2 to MP 147.5 trains with cars shorter than 50 feet outside length ...	10 MPH.
Trains exceeding 5000 tons between MP 93.0 to MP 109.0	10 MPH.
Appleton between absolute signals of interlocking	20 MPH.
Watertown-within City limits	10 MPH.
Item 1A of the System Special Instructions applies between MP 35.0 to MP 60.1 and MP 72.0 to MP 148.5	

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

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

Appleton to Yale 134 tons

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

Six axle locomotives and six axle derricks not permitted between MP 83.0 and MP 148.5

Watertown—Maximum number of loaded cars in any train consist is 120 cars between Appleton MP 21.2 and Watertown MP 85.0 and Watertown MP 97.0 and Yale MP 147.5

Maximum number of loaded cars in any train consist is 110 cars between MP 85.0 and 97.0

3. Method of Operation--

TWC—in effect: Appleton to MP 148.5.

Restricted Limits—in effect:

Appleton MP 20.0 to MP 22.5

Watertown MP 89.0 to MP 93.6

4. General Code of Operating Rules Items--

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

5. Trackside Failed Equipment Detectors (FED)—None

6. FRA Excepted Track—None

7. Special Conditions--

Appleton—On BNSF—TCW Transfer track do not exceed 5 MPH. Loaded 100 ton cars not permitted on BNSF—TCW Transfer Track.

Switch located at MP 21.4 between Appleton and Louisburg is to be lined for the Appleton subdivision connection track except when changed for immediate use.

Maximum authorized speed on connecting track and siding is not to exceed 10 MPH.

Maximum authorized speed over the switch at MP 21.4 is 10 MPH.

Switch located at MP 578.8 on Appleton subdivision siding will be left lined for connection track.

Switch located at MP 579 on TCW Railroad will be lined for siding except when changed for immediate use.

Between Louisburg and South Shore and between Watertown and Yale—When temperature is at or above 90 degrees Fahrenheit, do not exceed 10 MPH between MP 34.0 to MP 72.0 and between MP 93.0 to MP 148.0 and do not handle over 10,000 tons and do not use dynamic braking within these limits.

Labolt—Close clearance exists at fertilizer shed located on the elevator track.

Roll-by Inspection—Are required by train crews at initial terminals. A roll-by of one side is always required. If delay to the train will not result, both sides should be inspected. These roll-bys will be made at speeds not exceeding 10 MPH.

Nassau—Trainmen must not ride cars or steps of locomotives while spotting or pulling Cold Spring Granite. Employees must precede movement on foot.

Watertown—Ag Fertilizer trackage (Cenex Spur) restricted to one (1) locomotive.

8. Line Segments--

Yard Line Segments--

Line Segment	Limits
548	Watertown Yard

Road Line Segments--

Line Segment	Limits
200	Appleton to MP 148.5

9. Locations not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
54051	Albee	5.4 west of Nassau	35	Both
54082	Hallet Construction Spur	8.4 west of South Shore	20	West
54085	Rauville	13.2 west of South Shore	34	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Hanley Falls Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		07288	0.0	HANLEY FALLS	JTR		
		53506	5.9	HAZEL RUN			
		53511	11.1	CLARKFIELD			
		53517	17.6	BOYD			
		53526	26.7	DAWSON			
		53535	35.3	MADISON MN	R		

AAR Radio Channel 70 in service for this Subdivision.

Dispatcher Radio Call-in:

Granite Falls-62

Train Dispatchers Telephone Numbers-234-6404

1. Speed Regulations

- 1(A). Speed - Maximum Freight
Hanley Falls to Madison 25 MPH.
- 1(B). Speed - Permanent Restrictions-None
- 1(C). Speed - Switches and Turnouts-None
- 1(D). Speed - Other
Item 1A of the System Special Instructions applies.

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

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

Hanley Falls to Madison 134 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

3. Method of Operation-

Restricted Limits-in effect:

Hanley Falls MP 0.0 to MP 2.0
Madison MP 35.1 to MP 35.3

TWC-in effect:

MP 2.0 to MP 35.1

4. General Code of Operating Rules Items

Rule 5.4.4-Authorized on this subdivision.

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

5. Trackside Failed Equipment Detectors (FED)-None

6. FRA Excepted Track-None

7. Special Conditions-

Entire Subdivision-When ambient temperature reaches 90 degrees, maximum speed is 10 MPH.

Dawson-Close clearance between elevator track and main track MP 27.1.

When practicable, unattended locomotives must not be left for more than two (2) hours between MP 26.5 and MP 27.5 to reduce noise within the city of Dawson.

8. **Line Segments—None**

Road Line Segments—

Line Segment	Limits
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223

Hanley Falls to Madison

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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Garretson Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		07204	127.3	GARRETSON	JTR			
		54408	135.5	8.2 CORSON		TWC		
		54418	145.7	10.2 SIOUX FALLS	BJTUR			

AAR Radio Channel 66 in service for yard forces Sioux Falls area.

AAR Radio Channel 70 in service for this Subdivision.

Dispatcher Radio Call-in:

Corson-65

Train Dispatchers Telephone Numbers-234-6404

1. Speed Regulations

1(A). Speed - Maximum

Garretson to Sioux Falls 25 MPH. **Freight**

1(B). Speed - Permanent Restrictions-None

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

1(D). Speed - Other

Sioux Falls-

Within yard limits 10 MPH.

Approaching 6th and 8th Street Crossings 5 MPH.

Item 1A of the System Special Instructions applies.

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

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

Garretson to Sioux Falls 136 tons

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

Six axle locomotives and six axle derricks are not permitted on other than the main track and beyond MP 145.9 on this Subdivision.

Six axle locomotives cannot be turned on the "Y" track at Sioux Falls.

3. Method of Operation-

Restricted Limits-in effect:

Garretson MP 128.7 to MP 127.3

Sioux Falls MP 141.6 to MP 145.7

TWC-in effect:

MP 128.7 to MP 141.6

Interlocking Instructions-

Automatic Interlockings not Indicated at Station-E&E crossings 3.9 miles east of Sioux Falls.

4. General Code of Operating Rules Items

Rule 5.4.4-Authorized on this subdivision.

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

5. Trackside Failed Equipment Detectors (FED)-None

6. FRA Excepted Track- None

7. Special Conditions-None

8. Line Segments--

Yard Line Segments--

<u>Line Segment</u>	<u>Limits</u>
554	Sioux Falls Yard

Road Line Segments

<u>Line Segment</u>	<u>Limits</u>
198	Garretson to Sioux Falls

9. Locations Not Shown as Stations-- None

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Mitchell Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		60320	295.3	CANTON	8.4	JTR	TWC
		60328	303.7	WORTHING	6.8		
		60336	310.5	LENNOX	4.9		
		60341	315.4	CHANCELLOR	7.8		
		60349	323.2	PARKER	6.5		
		60355	329.7	MARION	15.0		
		60370	344.7	BRIDGEWATER	7.0		
		60377	351.7	EMERY	8.9		
		60386	360.6	ALEXANDRIA	13.2		
		60399	373.5	MITCHELL		JT	
						Rule 6.28	

AAR Radio Channel 70 in service on this Subdivision.

Dispatcher Radio Call-in:	
Viborg-68	Mitchell-69

Train Dispatchers Telephone Numbers-234-6404

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

Canton to Mitchell	Freight 25 MPH.
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 - 1(B). **Speed - Permanent Restrictions**

MP 300.3 to MP 314.0	25 MPH.
MP 314.0 to MP 322.0	10 MPH.
MP 322.0 to MP 373.0	25 MPH.
 - 1(C). **Speed - Switches and Turnouts-None**
 - 1(D). **Speed - Other**

Canton Wye tracks	10 MPH.
Industry and yard tracks	5 MPH.

Item 1A of the System Special Instructions applies.

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

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

Canton to Mitchell	134 tons
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24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives and six axle derricks are permitted to operate on the main track only and within Rule 6.28 territory between MP 372.5 and MP 373.5.

Trains over 15,000 tons not permitted.
3. **Method of Operation--**

Restricted Limits-in effect:

Canton	MP 295.3 to MP 296.7
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TWC-in effect:

MP 296.7 to MP 373.5.

Rule 6.28-Mitchell MP 372.5 to MP 373.5

4. **General Code of Operating Rules Items**
Rule 5.4.4—Authorized on this subdivision.
Rule 6.19—When flagging required distance is 1 mile.
5. **Trackside Failed Equipment Detectors (FED)—None**
6. **FRA Excepted Track—None**
7. **Special Conditions—None**
8. **Line Segments—**
 - Yard Line Segments—

<u>Line Segment</u>	<u>Limits</u>
2011	Mitchell Yard
 - Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
2002	Canton to Mitchell
9. **Locations Not Shown as Stations—None**

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Canton Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		60320	50.5	CANTON	JTR	TWC		
		60308	61.3	HARRISBURG				
		60301	69.5	SOUTH YARD	R			
		54418	145.7	(BN and E&E Crossings) SIOUX FALLS	BJTUR			

AAR Radio Channel 70 in service on this Subdivision.
AAR Radio Channel 66 for Yard Forces at Sioux Falls.

Dispatcher Radio Call-in:

Viborg-68

Train Dispatchers Telephone Numbers-234-6404

1. **Speed Regulations**
 - 1(A). **Speed - Maximum** **Freight**
Canton to Sioux Falls 25 MPH.
 - 1(B). **Speed - Permanent Restrictions**-None
 - 1(C). **Speed - Switches and Turnouts**-None
 - 1(D). **Speed - Other**
MP 66.0 and Sioux Falls (within City Limits) 12 MPH.
Canton Wye Tracks 10 MPH.
Industry, yard track (except Sioux Falls Yard) and sidings this subdivision ... 5 MPH.
Item 1A of the System Special Instructions applies.

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

2. **Bridge and Equipment Weight Restrictions-**
Maximum Gross Weight of Car:
Canton to Sioux Falls 134 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.
Six axle locomotives and six axle derricks not permitted on other than the main track.
3. **Method of Operation-**
Restricted Limits-in effect:
Canton MP 50.5 to MP 51.6
Sioux Falls MP 66.0 to MP 71.0
TWC-in effect:
MP 51.6 to MP 66.0
4. **General Code of Operating Rules Items**
Rule 5.4.4-Authorized on this subdivision.
Rule 6.19-When required to flag, distance will be 1 mile.
5. **Trackside Failed Equipment Detectors (FED)**-None
6. **FRA Excepted Track**-None
7. **Special Conditions**
Canton-North Switch On Wye track may be lined and locked for either Mitchell and Canton Subdivision Target in place for Canton Subdivision.

8. Line Segments—

Yard Line Segments—

<u>Line Segment</u>	<u>Limits</u>
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554	Sioux Falls
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Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
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2003	Canton to South Yard
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198	South yard to Sioux Falls
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9. Locations Not Shown as Stations— None

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Madison Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
				(BNSF and E&E Crossings)			
	54418	0.0		SIoux FALLS	BJTUR		
	54298	1.09		EAST JCT	JR		
	54297	2.9		WEST JCT	JR		
	54293	9.9		CROOKS			
	54287	14.8		LYONS			
	54281	20.6		COLTON		TWC	
	54274	28.2		CHESTER			
	54274	35.8					
	54266	325.2		WENTWORTH			
	54807	334.6		MADISON SD	R		

AAR Radio Channel 70 in service on this Subdivision.
AAR Radio Channel 66 in service for yard forces Sioux Falls area.

Dispatcher Radio Call-in:

Corson-65

Train Dispatchers Telephone Numbers-234-6404

1. Speed Regulations

1(A). Speed - Maximum

Sioux Falls to Madison 25 MPH. **Freight**

1(B). Speed - Permanent Restrictions-None

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

1(D). Speed - Other

Sioux Falls-approaching 6th and 8th Street crossings 5 MPH.

Sioux Falls-within City limits to MP 4.0 10 MPH.

Wentworth-over new connecting track 5 MPH.

Item 1A of the System Special Instructions applies.

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

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

Sioux Falls to Madison 134 tons

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

3. Method of Operation-

Restricted Limits-in effect:

Sioux Falls - MP 4.0

Madison - MP 332.4

TWC-in effect:

MP 4.0 to MP 332.4.

4. General Code of Operating Rules Items

Rule 5.4.4-Authorized on this subdivision.

Rule 6.19-When required to flag, the distance will be 1 mile.

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

Sioux Falls (Between West Junction and Dell Rapids)—Prior to occupying L. G. Everest Company tracks, conductor must obtain "track permission" from L. G. Everest Company in the following format,

by calling (605) 428-5419: "Engine (number) may move between West Junction and Dell Rapids after (time). Tracks clear of L. G. Everest Company engines and cars. Report clear."

Do not exceed 10 MPH on L. G. Everest tracks.

Rule 6.28 in effect on L. G. Everest tracks.

Sioux Falls—Normal position for main track switch at east and west junction is lined and locked for Madison Subdivision.

Madison—When spotting cars at Terra Chemical, only two (2) locomotives and two (2) cars are permitted at one time to go over Proco switch. Red flag 340 east of Proco switch.

8. Line Segments—**Yard Line Segments—**

<u>Line Segment</u>	<u>Limits</u>
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554	Sioux Falls
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Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
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199	Sioux Falls to Wentworth
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224	Wentworth to Madison
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9. Locations Not Shown as Stations— None

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	O'Neill Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		07104	0.0	FERRY	1.5	JTR	TWC
		80001	1.5	BING	10.2	R	
		80012	11.7	WILLIS	7.6		
		80019	19.3	WATERBURY	6.9		
		80026	26.2	ALLEN	9.0		
		80035	35.2	DIXON	5.0		
		80040	40.2	LAUREL	6.3		
		80047	46.5	BELDEN	8.1		
		80055	54.6	RANDOLPH	6.2		
		80061	60.8	McLEAN	7.4		
		80068	68.3	OSMOND	9.9		
		80078	78.1	PLAINVIEW	5.0		
		80083	83.1	COPENHAGEN	4.7		
		80088	87.8	BRUNSWICK	13.8		
		80102	101.6	ORCHARD	10.3		
		80112	111.9	PAGE	12.5		
		80124	124.4	O'NEILL		TR	

AAR Radio Channel 70 in service on this Subdivision.

Dispatcher Radio Call-in:	
Laurel-90	Osmond-89
Orchard-50	O'Neill-87

Train Dispatchers Telephone Numbers-8-234-3404

1. Speed Regulations

1(A). Speed - Maximum

Ferry to O'Neill 25 MPH. **Freight**

1(B). Speed - Permanent Restrictions-None

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

1(D). Speed - Other

Item 1A of the System Special Instructions applies between Ferry (MP 0.0) and Osmond (MP 68.0).

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

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

Ferry to O'Neill 134 tons

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

Brunswick-Locomotives not permitted over track scale located near elevator load out spout on Meuret Grain Company elevator track. Movement must not exceed 5 MPH on this track.

O'Neill—Movements on Cargill track must not exceed 5 MPH. Engines must not operate over Cargill scale.

3. Method of Operation—

Restricted Limits—in effect:

Ferry MP 0.0 to MP 3.0
O'Neill MP 121.0 to MP 124.4

TWC—in effect:

MP 3.0 to MP 121.0

4. General Code of Operating Rules Items

Rule 5.4.4—Authorized on this subdivision.

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

5. Trackside Failed Equipment Detectors (FED)—None

6. FRA Excepted Track—None

7. Special Conditions

Sioux City—Normal position of main track switches DOES NOT APPLY at the main track switches:

7th St. crossover, 18th St. crossover, main track switch at 31st St. and west end of new pass switch.

These switches may be left lined as last used; however they MUST BE LOCKED. Trains and engines must approach these switches expecting to find them lined against movement.

8. Line Segments—

Line Segments	Limits
145	Ferry to O'Neill

9. Locations Not Shown as Stations

Name	Miles—Location	Capacity Cars	Switch Opens
Tri-County Co-op	0.5 west of Laurel	6	West
80074 Breslau	5.4 west of Osmond	3	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Wayzata Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		00437	9.5	MPLS JCT	MJTY	OCS ABS		
				0.5				
			9.7	HARRISON ST	JTY			
				To Van Buren St				
			10.8			OCS ABS		
		03002	10.8	1ST ST NORTH	Y			
				0.9				
			11.7	HOLDEN ST	Y			
				0.7		CTC		
		03004	12.4	LYNDAL JCT	JY			
				0.6				
			13.0	CEDAR LAKE JCT	JY			
				11.1		CTC		
			26.6	W. WAYZATA	JY			
				5.0				
		03022	31.6	MAPLE PLAIN				
				7.0		CTC		
	10,291	03029	38.6	DELANO				
				14.4				
	15,614	03043	53.0	HOWARD LAKE				
				6.3		CTC		
		03050	59.4	COKATO				
				5.8				
	8,547	03056	65.2	DASSEL				
				5.1		CTC		
		03061	70.3	DARWIN				
				6.2				
	8,713	03067	76.4	LITCHFIELD				
				7.7		CTC		
		03074	84.1	GROVE CITY				
				5.1				
	10,452	03080	89.2	ATWATER				
				7.4		CTC		
		03087	96.6	KANDIYOHI				
				1.5		CTC		
			98.0	GOLDENROD				

BN Radio Channel No. 2 (AAR 70) 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 (AAR 54) in service on this subdivision between
Wayzata and Willmar.

Dispatcher Radio Call-in:	
Delano-50	Grove City-46
Dassel-51	Willmar-52

Train Dispatchers Telephone Numbers-8-234-6403

Minneapolis Jct. to W. Wayzata is under the jurisdiction of the Minnesota Division.

1. Speed Regulations

1(A). Speed - Maximum

	Freight
Wayzata and MP 98	40 MPH.
Mpls Jct to Wayzata	40 MPH.

1(B). Speed - Permanent Restrictions

MP 9.7 to MP 13.4	25 MPH.
MP 23.6 to MP 24.9	30 MPH.

1(C). Speed - Switches and Turnouts

	Up to 100 tons/OB	Over 100 tons/OB
Item 1A of the System Special Instructions applies between Delano and MP 98 Through No. 20 turnouts at following locations:	35 MPH.	35 MPH.

End of two main tracks at MP 98.0	35 MPH.	35 MPH.
Sidings and turnouts at:		
Wayzata	25 MPH.	25 MPH.
Delano	25 MPH.	25 MPH.
Howard Lake	25 MPH.	10 MPH.
Dassel	10 MPH.	not permitted
Litchfield	25 MPH.	10 MPH.
West turnout MP 76.1	12 MPH.	10 MPH.
Atwater	25 MPH.	10 MPH.

1(D). Speed – Other

- 1st St. North and Mpls. Jct handling cars 134 tons or heavier 10 MPH.
 Bridge A1.3 Minneapolis, cars over 134 tons 10 MPH.
 Litchfield–For westward movements from controlled siding to main track at West Litchfield,
 do not exceed 25 MPH until head end occupies grade crossing at MP 76.4 (Sibley Ave.)

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

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

- Mpls. Jct to MP 98 143 tons
 1st St. North to Northtown 143 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) may
 operate only between Mpls Jct and MP 98
 Six axle locomotives and six axle derricks not permitted on following tracks:
Howard Lake– Litchfield Lumber Spur
Cokato– Switching on Green Giant spur restricted to one unit.

3. Method of Operation–

Yard Limits–in effect:

Mpls. Jct MP 9.5 to MP 24.3

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 West Hump Train Dispatcher Ft. Worth.

Dakota Rail Wayzata to Hutchinson–There are no Bridge and Equipment Weight restrictions on Dakota Rail's tracks. General Code of Operating Rule 6.13 yard limits are in effect Wayzata to Hutchinson. BNSF Trains are authorized to operate as per Rule 6.13 Wayzata west as far as necessary to accomplish set out and/or pick up of interchanged cars at Wayzata.

Occupancy Control Systems–OCS–in effect:

Between CTC Wayzata and Mpls. Jct including Harrison St. to Van Buren St.
 See System Special Instructions, item 14.

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 9.9 (A) and (B), 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 10 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 6.19–When flagging is required, distances will be 1.5 miles.

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

MP 27.4	MP 31.4
MP 45.4	MP 59.1
MP 59.4	MP 64.6
MP 70.2	MP 88.5

5. Trackside Failed Equipment Detectors (FED)–

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

Howard Lake MP 51.2
 Grove City MP 82.3

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

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

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

The following crossings must be protected by flagman—

Litchfield—House track over Holcombe MP 76.2, Sibley MP 76.4 and Swift MP 76.6 Avenues. Flagman must also protect the following grade crossings when operating on tracks other than main track and controlled siding:

Davis Ave.—MP 75.86
 Holcombe Ave.—MP 76.0
 Sibley Ave.—76.22
 Swift Ave.—MP 76.59

Cokato—Green Giant Spur.

Wayzata—When trains meet at Wayzata the Eastbound trains will be held at MP 25.0 to eliminate noise and complaints from residents along our right of way.

Dimensional Shipments—Conductors handling dimensional or special shipments in trains departing Northtown will advise 43rd Avenue clerk and west hump dispatcher of such cars and their placement in train. Clerk at 43rd Avenue will in turn notify train dispatcher. Notification of 43rd Avenue clerk by conductor will serve to fulfill requirements of Rule 6.7 that refers to notification of train dispatcher.

Between 1st Street North and Lyndale Jct—Conductors of trains must advise yardmaster at 35th Ave. If their train contains high or wide loads that may restrict their movement, and be governed by yardmaster's instructions.

Double Stack and Multi-Level Equipment—exceeding 19 feet 0 inches ATR cannot be handled between Lyndale Jct. and Harrison Street.

Roll-by inspection—Are required by train crews at initial terminals.

A roll-by of one side is always required. If delay to the train will not result, both sides should be inspected. These roll-bys will be made at speeds not exceeding 10 MPH.

8. Line Segments—

Road Line Segments—

Line Segment	Limits
217	Minneapolis Jct. to 1st St. North
22	1st St North to Goldenrod

9. 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

Division Operating Officers

A.J. Cawson	Terminal Manager	Willmar, MN	231-5555
L.J. Witucki	Trainmaster	Sioux Falls, SD ...	373-4300
J.A. Long	Trainmaster	Sioux City, IA	279-7200
M.G. Heyns	Trainmaster	Sioux City, IA	229-7222
W.W. Kissner	Trainmaster	Aberdeen, SD ...	229-7222
R.G. Pearson	Road Foreman	Willmar, MN	231-5566
M.A. Oliver	General Roadmaster ...	Willmar, MN	231-5522
J.D. Johnson	Roadmaster	Willmar, MN	231-5535
R.D. Ostberg	Roadmaster	Aberdeen, SD ...	229-7225
T.F. Neeser	Roadmaster	Sioux Falls, SD ...	373-4310
T.A. Leicester	Roadmaster	Sioux City, IA	279-7233
J. Nutz	Roadmaster	Mitchell, SD	996-1805