

MINNESOTA DIVISION

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G. A. NYBERG	Asst. Supt. Roadway Maintenance	Willmar
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J. D. CROWLEY	Terminal Manager	St. Cloud
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R. E. MACKENROTH	Trainmaster	Willmar
W. J. THOMPSON	Trainmaster-Road Foreman	Staples
D. C. CHRISTENSON	Trainmaster-Agent	Sioux Falls
D. J. JOHNSON	Supvr. of Administration	Minneapolis
D. D. DAHL	Terminal Trainmaster	Minneapolis
J. L. SCHMIDT	Terminal Trainmaster	Minneapolis
B. HUNTER, JR.	Terminal Trainmaster	Minneapolis
R. P. LEIN	Terminal Trainmaster	Minneapolis
J. W. LONG	Terminal Trainmaster	Minneapolis
D. A. MCGOVERN	Terminal Trainmaster	Minneapolis
D. C. SPLAIN	Terminal Trainmaster	Minneapolis
P. LECHOLAT	Road Foreman	Willmar
G. SERNA	Trainmaster	Aberdeen
R. W. RICHTER	Trainmaster-Road Foreman	Minneapolis
J. R. SPEALMAN	Road Foreman	Sioux City

WISCONSIN DIVISION

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J. H. FRASER	Asst. Supt. Roadway Maintenance	Superior
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W. L. ANDERSEN	Trainmaster-Road Foreman	Superior
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A. E. MORIN	Asst. Trainmaster	Grand Forks
W. R. O'NEILL	Terminal Trainmaster	Superior
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DAKOTA DIVISION

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K. R. GAGE	Asst. Supt. Administration	Fargo
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J. L. REINKE	Chief Dispatcher	Minot
A. L. SIMMERT	Terminal Manager	Fargo
F. E. WEST	Trainmaster-Road Foreman	Dilworth
C. E. KEELER	Trainmaster-Road Foreman	Dilworth
B. M. BATTERSON	Trainmaster-Road Foreman	Dilworth
B. A. BRYAN	Terminal Trainmaster	Minot-Gavin Yard
J. W. ELLSTROM	Terminal Trainmaster	Minot-Gavin Yard
M. S. DUPHORN	Trainmaster	Minot
R. R. ENGLESON	Trainmaster-Road Foreman	Minot
J. R. RUSK	Trainmaster-Road Foreman	Jamestown

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BURLINGTON NORTHERN RAILROAD CO. TWIN CITIES REGION

MINNESOTA, WISCONSIN, AND
DAKOTA DIVISIONS

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 1

IN EFFECT AT 12:01 A.M.
Central Standard Time

Sunday, October 31, 1982

Including National Railroad Passenger Corporation (NRP) Trains

Vice President
And General Manager
C. J. BRYAN

Assistant
General Manager
C. K. KECK

Vice President
Transportation—System
T. C. WHITACRE

MINNESOTA DIVISION

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Coon Creek	1st Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS	EASTWARD
				7						8	
				NRPC Daily						NRPC Daily	
	IJKX		00448	11:43PM	25	21.1	0.0	DT	CN COON CREEK 5.7	A 6:11AM	ABS Rule 251- 254
	XY		00453	11:48		26.8	5.7		KY ANOKA 11.8	6:05	
	JXY	W4,538	00465	11:58		38.6	17.5		ER ELK RIVER To Princeton 19.9 9.1	5:54	
	XY		00475	12:05AM		47.7	26.6		BIG LAKE 9.4	5:45	
	IX	W7,098	00482	12:12		57.1	36.0		BECKER 5.6	5:36	
	X	E6,449	00490	12:17		62.7	41.6		CLEAR LAKE 11.3	5:31	
	BIJKMTXY	W3,633	00502	s 12:35		73.9	52.9		EA ST. CLOUD 4.4	s 5:18	
	XY	E7,207	00506	12:40		78.4	57.3		SARTELL 9.9	5:01	
	X	W6,614	00516	12:50		88.7	67.2		RICE 6.6	4:51	
	X		00523	12:56		95.2	73.8		ROYALTON 8.1	4:45	
			00531	1:03		103.3	81.9	2MT	GREGORY 2.8	4:38	CTC
	JT	10,725	00533			106.0	84.7		FA LITTLE FALLS To Camp Ripley Jct 7.8 4.4		
		11,618	00538			110.8	89.1		DARLING 5.8		
		11,813	00544			116.5	94.9		RANDALL 11.0		
		11,878	00555			127.8	105.9		LINCOLN 6.2		
			00561			134.0	112.1		PHILBROOK 6.3		
	BJKRTXY		00567	s 1:46		140.0					
	X		00578	1:57		148.0	118.4		SO STAPLES 11.0	s 4:03	
	JXY	E6,870	00585	2:03		159.0	129.4		VERDALE 6.7	3:49	
	X		00598	2:14		165.6	136.1		WA WADENA 12.9	3:43	
	X		00608	2:22		178.5	149.0	DT	NEW YORK MILLS 10.8	3:31	ABS Rule 251- 254
	X		00619	2:33		189.3	159.8		PERHAM 11.1	3:21	
	AJMX	E4,638 W6,135	00629	s 2:48		200.4	170.9		FRAZEE 9.7	3:10	
	X		00632			210.1	180.6		DE DETROIT LAKES 3.0	s 3:00	
	XY		00641			213.1	183.6		RICHARDS SPUR 8.7		
	Y		00642	3:00		221.7	192.3		LABELLE 1.0		
	JTX		00650	3:08		222.8	193.3		LAKE PARK 7.9	2:42	
	XY		00653	3:11		230.5	201.2		MANITOBA JCT. 3.7	2:34	
	X		00661	3:18		234.4	204.9		HAWLEY 7.3	2:31	
	JXY		00668	3:24		242.4	212.2		WITHEROW 7.3	2:25	
						248.8	219.5		GLYNDON 5.3	2:18	
	BKRTXY		00673	A 3:28AM	26	0.0			DH DILWORTH	2:13AM	
						3.2	224.8				

EXCEPT ON DOUBLE TRACK AND IN CTC TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

BN Radio Channel No. 1 in service for road crews.
BN Radio Channel No. 2 in service for St. Cloud area.
BN Radio Channel No. 4 in service for Northtown area.

MINNESOTA DIVISION

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WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Lyndale Jct.	2nd Subdivn MAIN LINE STATIONS Office Calls		EAST WARD
	JRY		03004		12.4	0.0	DT	LYNDALE JCT. 11.7	
	J	10,722	03014		24.3	11.7		WAYZATA 7.5	ABS Rule 251- 254
			03022		31.6	19.2		MAPLE PLAIN 7.0	
		10,291	03029		38.6	26.2		DELANO 9.4	
			03038		48.1	35.6		WAVERLY 5.0	
		15,614	03043		53.0	40.6		HOWARD LAKE 6.3	
		7,277	03050		59.4	46.9		COKATO 5.8	
		8,547	03056		65.2	52.7		DASSEL 5.1	
			03061		70.3	57.8		DARWIN 6.2	
		8,713	03067		76.4	64.0		FD LITCHFIELD 7.7	
			03074		84.1	71.7		GROVE CITY 5.1	
		10,452	03080		89.2	76.8		ATWATER 7.4	
			03087		96.6	84.2		KANDIYOHI 5.8	
	BJKRT		03092		102.3	90.0	2MT W	WILLMAR 6.6	
			03099		108.9	96.6		PENNOCK 7.4	
		8,866	03107		116.3	104.0		KERKHOVEN 4.5	
			03111		120.8	108.5		MURDOCK 4.6	
			03166		125.3	113.1		DE GRAFF 7.0	
	JKT	18,443	03123		132.3	120.1	BN	BENSON 6.2	
			03129		138.5	126.3		CLONTARF 10.2	
			03139		148.7	136.5		HANCOCK 8.8	
	BJKRT	20,074	03148		157.6	145.3	MR	MORRIS 8.2	
		7,384	03156		165.7	153.5		DONNELLY 10.5	
			03167		176.2	164.0		HERMAN 4.9	
		7,174	03172		181.0	168.9		NORCROSS 11.5	
			03183		192.7	180.4		TINTAH 2.8	
	J		03186		195.6	183.2		ABERDEEN LINE JCT. 4.4	
		13,756	03190		199.8	187.6		CAMPBELL 7.2	
			03198		206.9	194.8		DORAN 7.9	
	BIJKRT		03204		215.0	202.7	BR	BRECKENRIDGE	

BN Radio Channel No. 3 in service for yard forces Minneapolis area.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sioux City	3rd Subdivn MAIN LINE STATIONS Office Calls		EAST WARD
	JRTY		07104	144	102.1			FERRY 4.8	
					104.6				

BETWEEN MP 102.1 AND MP 108.2, DENVER REGION, NEBRASKA DIVISION TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sioux City	3rd Subdivn MAIN LINE STATIONS Office Calls		EAST WARD
	BKRTY		07109		223.2	0.0	SX	SIoux CITY (18th Street Yard) 8.9	
		2,790	07118		212.7	8.9		HINTON 1.3	
	A		07119		211.4	10.2		WREN TOWER 5.5	
		7,000	07125		205.9	15.7		MERRILL 12.5	
			07138		193.4	28.2		STRUBLE 13.2	
		7,000	07151		180.2	41.4	UX	SIoux CENTER 16.6	
			07168		163.6	58.0		DOON 5.7	
		5,198	07173		158.0	63.7		ALVORD 6.8	
		5,179	07180		151.1	70.5		LESTER 6.5	
	A	7,000	07187		144.7	77.0		HILLS 17.3	
	JKRTY	7,277	07204		127.3	94.3	JC	GARRETSON 11.0	
			07215		116.3	105.3		JASPER 4.6	
		6,170	07220		111.7	109.9		IHLEN 6.8	
	U	1,695	07226		105.0	116.7	NE	PIPESTONE 8.8	
			07235		96.2	125.5		HOLLAND 7.8	
		7,000	07243		88.3	133.3		RUTHTON 5.0	
			07248		83.3	138.3		FLORENCE 7.9	
		2,680	07256		75.5	146.2		RUSSEL 12.9	
	KRY	7,553	07270		62.6	159.1	MD	MARSHALL 12.7	
			07281		50.0	171.8		COTTONWOOD 2.6	
		7,000	07283		47.4	173.4		NEW COTTONWOOD 3.6	
	A	3,070	07288		43.8	178.0		HANLEY FALLS 9.6	
	A	5,013	07297		34.2	187.6	GX	GRANITE FALLS 9.1	
			07306		25.2	196.7		MAYNARD 5.9	
		7,569	07312		19.2	202.6	CA	CLARA CITY 7.6	
		2,757	07320		11.6	210.2		RAYMOND 12.0	
	BJKRTY		03092		0.0	222.2	W	WILLMAR	

BN Radio Channel No. 2 in service for Sioux City Area.

BN Radio Channel No. 1 in service for these subdivisions.

MINNESOTA DIVISION

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Cloud	4th Subdivn MAIN LINE STATIONS Office Calls	EASTWARD
	BIJK RTXY		00502		75.3	0.0	EA ST. CLOUD	
			09070		82.0	6.9	6.9 ST. JOSEPH	
		6,996	09078		90.1	15.0	8.1 AVON	
			09084		96.3	21.1	6.1 ALBANY	
		6,513	09090		102.5	27.4	6.3 FREEPORT	
	Y	4,138	09096		108.4	33.3	5.9 MELROSE	
		2,459	09104		116.7	41.6	8.3 SAUK CENTRE	
		6,592	09112		124.5	49.4	7.8 WEST UNION	
			09118		130.2	55.2	5.8 OSAKIS	
			09124		136.0	60.9	5.7 NELSON	
			09128	204	141.6	66.5	5.6 ALEXANDRIA	
			09136		148.1	73.0	6.5 GARFIELD	
		3,630	09141		153.8	78.8	5.8 BRANDON	
		5,881	09147		159.0	83.9	5.1 EVANSVILLE	
		5,697	09155		168.0	92.8	8.9 ASHBY	
		3,637	09163		175.7	100.5	7.7 DALTON	
	BJY		09175		186.7	111.6	11.1 GS FERGUS FALLS	
		6,558	09183		194.9	119.9	8.3 CARLISLE	
		6,532	09191		203.6	128.5	8.6 ROTHSAI	
			09198		210.3	135.3	6.8 LAWDALE	
					219.0		7.2	
	JRTY	6,734	09205		0.0	142.5	D BARNESVILLE	
			53707	220	6.9	150.5	8.0 BAKER	
		6,496	53714		13.6	157.1	6.6 SABIN	
	IJY		00675		21.4	164.9	7.8 MOORHEAD JCT.	ABS

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

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From 7th Street	5th Subdivn MAIN LINE STATIONS Office Calls	EASTWARD
	IJXY		00429		0.5	0.0	7th STREET	
	IJXY			22	1.4	0.6	0.6 WMWESTMINSTER ST.	ABS
	KXY		00433		5.1	4.4	3.8 MIDWAY	
					7.0		1.9	
	IJMRXY		00435		7.0	6.3	SA ST. ANTHONY	
	BKRXY		00436	216	8.4	7.6	1.3 UNION YARD	
					11.4		1.3 MPLS. JCT.	
	JTXY		00437	217	9.7	8.9	0.8 To Harrison St. 0.5	
	JXY				10.5	9.7	0.8 VAN BUREN ST.	

BN Radio Channel No. 2 in service for yard forces Dayton's Bluff area.
 BN Radio Channel No. 3 in service for yard forces Minneapolis area.
 BN Radio Channel No. 4 in service for yard forces Northtown area.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From White Bear Lake	6th Subdivn MAIN LINE STATIONS Office Calls	EASTWARD
	JRY	5,942	51012		10.7	0.0	WHITE BEAR LAKE	
	JTY		51011	214	9.8	0.9	0.9 M & D JCT.	ABS
	RUY	3,875	51006		4.6	6.1	5.2 GLOSTER	
	JRY	2,237	51003		2.4	8.3	2.2 CLAYMONT	
	IJXY		00428		0.0	11.0	2.7 DIVISION STREET	

See 7th Subdivision on next page.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From East Mpls.	8th Subdivn BRANCH LINE STATIONS Office Calls	EASTWARD
	JTY		51211		0.0	0.0	EAST MPLS.	
	AY		51403	218	2.7	2.6	2.6 BELT LINE CROSSING	
			51405		4.6	4.5	1.9 ROSEVILLE	
	JTY		51011		12.8	12.6	8.1 M & D JCT.	

BETWEEN M & D JCT. AND WHITE BEAR LAKE MINNESOTA SIXTH SUBDIVISION TIMETABLE, AND SPECIAL INSTRUCTIONS GOVERN.

JKY	5,942	51012	215	0.0	13.5	WHITE BEAR LAKE
BKRY		50012		12.8	26.2	12.7 STILLWATER

BN Radio Channel No. 1 in service for road crews.
 BN Radio Channel No. 3 in service for Minneapolis area.
 BN Radio Channel No. 4 in service for Northtown area.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From University	9th Subdivn MAIN LINE STATIONS Office Calls	EASTWARD
	JXY			216	11.7	0.0	UNIVERSITY	
	JTXY			217	10.5	1.9	1.9 VAN BUREN ST.	ABS
	IJTY				9.8	2.6	0.7 HARRISON STREET	
	JY		03002		11.4		DT	
	JRY		03004	22	11.4	4.2	1st ST. NORTH	
					12.4	5.2	1.0 LYNDAL JCT.	ABS

BN Radio Channel No. 1 in service for road crews.
 BN Radio Channel No. 3 in service for Minneapolis area.
 BN Radio Channel No. 4 in service for Northtown area.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Lyndale Jct.	10th Subdivn BRANCH LINE STATIONS Office Calls	EASTWARD
	JRY		03004		0.0	0.0	LYNDAL JCT.	
	JY		09001		1.7	1.6	1.6 M. W. JCT.	
	Y		09005		5.1	5.0	3.4 ROBBINSDALE	
	Y	4,730	09011	202	11.6	11.5	6.5 SI OSSEO	
		5,190	09020		20.6	20.5	9.0 ROGERS	
		4,968	09027		26.9	26.7	6.2 ALBERTVILLE	
			09035		39.3	35.2	8.5 MONTICELLO	

BN Radio Channel No. 3 in service for Minneapolis area.

BN Radio Channel No. 1 in service for these Subdivisions.

MINNESOTA DIVISION

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WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS		Line Segment	Mile Post Location	Distance From St. Croix Tower	7th Subdivn MAIN LINE STATIONS Office Calls		Line Segment	Mile Post Location	Distance From St. Croix Tower	FIRST CLASS		EASTWARD
				7	9									8	10	
				NRPC Daily	NRPC Daily									NRPC Daily	NRPC Daily	
	IJX		00409			3	410.5	0.0		ST. CROIX TOWER						
19.2																
BETWEEN ST. CROIX TOWER AND DIVISION STREET CMS&P RR TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.																
	IJXY		00428			3	429.7	19.2		DIVISION STREET						
							430.0		2MT	0.6						
	IJXY		00429				0.0	19.8		7th STREET						
	IXY		51202				1.3	21.3		MISSISSIPPI ST.						
	JXY		51203				2.0	21.5		TROUT BROOK JCT.						
	JXY		51204				2.3	21.9		SOO LINE JCT.						
	XY		51207				5.3	24.8		COMO SHOPS						
	XY		51209				6.7	26.3	DT	UNION						
	AXY		51210	11:20PM	8:20AM	25	8.3	27.8		PARK JCT.				A 6:30AM	A 8:55PM	
	JTXY		51211				9.8	29.3		EAST MPLS						
	JXY			11:24	8:25		11.7	31.4		UNIVERSITY				6:24	8:49	
	JXY		00439				12.5	32.2		35th AVE.						
	ABIJKRTXY		00441				13.9	33.6		NJ NORTHTOWN						
	XY		00442				15.5	35.4		INTERSTATE						
	IJKX		00448	A 11:43PM	A 8:40AM		21.1	41.1	DT	CN COON CREEK				6:11AM	8:40PM	

EXCEPT ON DOUBLE TRACK AND IN CTC TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

BN Radio Channel No. 1 in service for road crews.
 BN Radio Channel No. 2 in service for Dayton's Bluff area.
 BN Radio Channel No. 3 in service for Minneapolis area.
 BN Radio Channel No. 4 in service for Northtown area.

MINNESOTA DIVISION

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wayzata	11th Subdivn BRANCH LINE STATIONS Office Calls	
	J		03014	205	24.5	0.0	WAYZATA	
			51706		30.6	6.6	6.6 SPRING PARK	
			51721		45.0	20.9	14.3 MAYER	
			51728		52.5	28.4	7.5 LESTER PRAIRIE	
	RT		51744		68.5	44.4	16.0 HUTCHINSON	HO

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Benson	12th Subdivn BRANCH LINE STATIONS Office Calls	
	JKRT		03123	200	0.0	0.0	BN	BENSON
			54007		7.1	7.9	7.9	DANVERS
			54015		15.0	15.8	6.2	HOLLOWAY
	AJRY	2,412	54021		21.2	22.0	8.7	AU APPLETON
			54030		29.9	30.7	6.5	LOUISBURG
			54036		36.4	37.1	9.2	BA BELLINGHAM
			54046		45.5	46.3	11.7	NA NASSAU
			54057		57.1	58.0	7.6	LA BOLT
			54065		64.8	65.6	7.2	STOCKHOLM
		2,639	54072		72.0	72.8	19.2	SOUTH SHORE
	BKRUY		54091		91.2	92.0	9.9	WN WATERTOWN
			54101		101.0	101.9	6.3	GROVER
			54107		107.4	108.2	6.9	HAZEL
			54114		114.8	115.1	9.0	VIENNA
			54123		123.2	124.1	12.1	WILLOW LAKE
			54135		135.3	136.2	4.4	BANCROFT
			54140		139.7	140.6	8.1	OSCEOLA
			54148		147.5	148.7	13.2	YALE
	ABJT		54161		161.0	161.9		HU HURON

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Morris	13th Subdivn BRANCH LINE STATIONS Office Calls	
	BJKRTY		03148	201	0.0	0.0	MR	MORRIS
			54507		7.2	8.2	8.2	ALBERTA
			54513		13.3	14.3	6.1	CHOKIO
			54519		19.2	20.2	5.9	JOHNSON
	U		54526		26.2	27.2	7.0	GRACEVILLE
			54532		32.1	33.1	5.9	BARRY
			54539		39.4	40.4	7.3	BEARDSLEY
	T		54546		46.9	47.8	7.4	BROWNS VALLEY

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Geneseo Jct.	14th Subdivn BRANCH LINE STATIONS Office Calls	
	J		03186	209	0.0	0.0	ABERDEEN LINE	JCT.
	J		54601		0.6	0.0	0.7 B. N. JCT.	

BETWEEN B. N. JCT AND GENESEO JCT. SOO LINE RR TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Garretson	15th Subdivn BRANCH LINE STATIONS Office Calls	
	J		54645	209	43.3	0.0	GENESEO JCT.	
			54646		43.5	0.9	0.9 GENESEO	
			54651		48.7	6.1	5.2 CAYUGA	
			54657		54.8	12.2	6.1 RUTLAND	
			54666		64.1	21.6	9.4 HAVANA	
			54673		70.7	28.1	6.5 KIDDER	
	JY				74.2	31.7	3.6 JARRETT JCT.	
			54687		84.9	42.4	10.7 AMHERST	
			54694		91.3	48.8	6.4 CLAREMONT	
			54704		102.3	59.6	10.8 PUTNEY	
	ABJKRTY		54721		119.0	76.6	17.0 ABERDEEN	FN

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Cloud	17th Subdivn BRANCH LINE STATIONS Office Calls	
	JKRTY		07204	198	128.3	0.0	JC	GARRETSON
			54408		136.5	8.2	8.2 CORSON	
	BJKRTUY		54418		145.7	17.4	9.2 SU	SIoux FALLS
	Y		54420		150.7	22.4	5.0 14th ST. YARD	

See 16th Subdivision on next page.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Cloud	17th Subdivn BRANCH LINE STATIONS Office Calls	
	BJKRTXY		00502	203	0.0	0.0	EA	ST. CLOUD
			07379		9.0	10.1	10.1 ROCKVILLE	
		1,420	07374		13.8	15.1	5.0 COLD SPRING	
			07370		18.3	19.6	4.5 RICHMOND	
	AM		07358		29.9	31.2	11.6 PAYNESVILLE	
			07346		42.0	43.3	12.1 NEW LONDON	
			07342		46.3	47.6	4.3 SPICER	
	BJKRTXY		03092		55.0	57.6	10.0 WILLMAR	W

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

BN Radio Channel No. 1 in service on these Subdivisions.

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From East Wye Switch	16th Subdivn BRANCH LINE STATIONS Office Calls
JR		60021	2003	0.0	0.0	EAST WYE SWITCH 6.6
		60607		6.6	6.6	WESTFIELD 5.5
		60612		12.1	12.1	AKRON 12.5
J				24.9	24.6	BERESFORD JCT. 3
		60625		25.2	24.9	HAWARDEN 9.6
		60635		34.5	34.5	HUDSON 15.2
JRTY		60320	199	49.9	49.7	CANTON 11.4
		60308		61.3	61.3	HARRISBURG 8.2
		60300		69.5	69.3	SOUTH YARD 1.2
BJKRTUY		54418		0.0	70.5	(BN and CNW Crossings) SIOUX FALLS 1.4
J		54298		1.09	71.9	EAST JCT. 1.7
J		54297		2.9	73.6	WEST JCT. 18.1
		54281	224	20.6	91.7	COLTON 7.6
		54274		28.2	99.3	CHESTER 7.6
				35.8		
U		54266		325.2	106.9	WENTWORTH 7.4
R		54807		334.6	114.3	MADISON

BN Radio Channel No. 2 in service for yard forces Sioux City area.

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Starbuck	18th Subdivn BRANCH LINE STATIONS Office Calls
		53568	208	67.7	0.0	STARBUCK 10.3
		53578		78.0	10.3	CYRUS 9.1
BJKRTY		03148		87.1	19.4	MR MORRIS

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Beresford Jct.	19th Subdivn BRANCH LINE STATIONS Office Calls
J			2021	24.9	0.0	BERESFORD JCT. 7.7
		60686			7.7	ALCESTER 9.2
		60698			16.9	BERESFORD

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Battle Lake	21st Subdivn BRANCH LINE STATIONS Office Calls
Y		53233	221	31.4	0.0	BATTLE LAKE 7.9
Y		53241		39.4	7.9	UNDERWOOD 10.3
JRY		09175		49.6	18.2	GS FERGUS FALLS

EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Long Prairie	20th Subdivn BRANCH LINE STATIONS Office Calls
		53018	210	17.8	0.0	LONG PRAIRIE 7.9
		53026		26.0	7.9	BROWERVILLE 5.3
		53032		31.4	13.2	CLARISSA 4.7
		53036		36.1	17.9	EAGLE BEND 7.5
		53044		43.6	25.4	BERTHA 12.2
JXY		00585		55.7	37.6	WA WADENA 14.3
		53070	221	70.0	51.9	SEBEKA 8.7
		53079		78.7	60.6	MENAHGA 12.2
		53091		90.9	72.8	J PARK RAPIDS

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Fergus Falls	22nd Subdivn BRANCH LINE STATIONS Office Calls
JRY		09175	221	49.6	0.0	GS FERGUS FALLS 12.3
Y		53263		61.3	12.3	FOXHOME

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Canton	23rd Subdivn BRANCH LINE STATIONS Office Calls
JRTY		60320	2002	294.7	0.0	CANTON 9.0
		60328		303.7	9.0	WORTHING 6.8
		60336		310.5	15.8	LENNOX 4.9
		60341		315.4	20.7	CHANCELLOR 7.8
		60349		323.2	28.5	PARKER 6.5
	2,221	60355		329.7	35.0	MARION 7.9
		60369		337.6	42.9	DOLTON 7.1
		60370		344.7	50.0	BRIDGEWATER 7.0
	7,763	60377		351.7	57.0	EMERY 8.9
	1,761	60386		360.6	65.9	ALEXANDRIA 13.3
JRY		60399		373.9	79.1	MITCHELL 6.0
		60144		379.9	85.1	BETTS 5.8
		60150		385.7	90.9	MT. VERNON 11.3
		60161		397.0	102.2	PLANKINTON 11.4
		60172		408.4	113.6	WHITE LAKE 12.5
		60184		420.9	126.1	KIMBALL 11.6
		60196		432.5	137.7	PUKWANA 8.0
		60204		440.5	145.7	CHAMBERLAIN

EASTWARD

BN Radio Channel No. 1 in service on these Subdivisions.

MINNESOTA DIVISION

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Stateline	24th Subdivn MAIN LINE STATIONS Office Calls		WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sioux City	25th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
	R		08201	2004	600.7	0.0	STATELINE	CTC		Y		60000		513.1	0.0	SIoux CITY (East Yard)		
			08202		602.2	1.5	BIG STONE			Y		60006		519.1	6.0	NORTH SIOUX CITY		
	BJKRT	15,087	08211		611.1	10.4	B MILBANK					60013		525.6	12.5	JEFFERSON		
	T	10,559	08233		633.2	32.5	H SUMMIT					60021		533.4	20.2	EAST WYE SWITCH		
		8,470	08257		657.2	56.5	WS WEBSTER	ABS				60022		534.0	20.9	ELK POINT		
	T	12,142	08268		668.5	67.8	BR BRISTOL					60030		542.6	29.5	BURBANK		
		9,302	08278		678.1	81.4	ANDOVER					60035		548.3	35.2	VERMILLION		
		11,939	08288		687.9	91.2	RO GROTON					60041		556.8	43.7	MECKLING		
	AY				706.2	109.5	(BN & CNW CROSSING)					60050		562.9	49.8	GAYVILLE		
	BKRY		54721		707.0	110.3	RN ABERDEEN			Y	3,300	60063		575.1	62.0	YANKTON		
	JTY				707.4	110.7	ABERDEEN YARD					60069		580.7	67.6	NAPA		
		9,446	08320		720.1	123.4	MINA					60073		584.3	71.2	UTICA		
		3,850	08328		728.2	131.5	CRAVEN					60083		590.9	77.8	LESTERVILLE		
			08333		733.3	136.6	IPSWICH				2,250	60090		602.3	89.2	SCOTLAND		
		7,834	08341	2005	741.6	144.9	BEEBE	CTC				60097		608.9	95.8	KAYLOR		
	T		08349		748.6	151.9	RC ROSCOE					60104		615.9	102.8	TRIPP		
		7,758	08357		757.2	160.5	GRETNA				1,812	60109		621.4	108.3	BEARDSLEY		
		7,429	08370		770.9	174.2	ALAMO					60116		627.9	114.8	PARKSTON		
			08377		776.6	179.9	JAVA JCT.				2,000	60121		633.4	120.3	DIMOCK		
		7,673	08384		784.2	187.5	SELBY					60127		638.5	125.4	ETHAN		
		7,970	08396		796.3	199.6	GLENHAM					60399		650.0	136.9	MITCHELL		
	BKRTY	10,361	08405		806.0	209.3	MB MOBRIDGE			JRY		60406		657.5	144.4	LOOMIS		
												60414		665.0	151.9	LETCHER		
											2,042	60427		678.2	165.1	WOONSOCKET		
												60437		687.9	174.8	ALPENA		
												60445		696.1	183.0	VIRGIL		
												60454		704.6	191.5	WOLSEY (C&NW CROSSING)		
												60466		717.0	203.9	BONILLA		
												60477		727.7	214.6	TULARE		
												60487		737.8	224.7	(C&NW CROSSING) REDFIELD		
												60495		746.0	232.9	ASHTON		
												60506		757.0	243.9	MELLETTTE		
												60512		762.8	249.7	DUXBURY		
												60518		768.7	255.6	WARNER		
	A													775.6	262.5	(C&NW CROSSING)		
	JRY											54721		778.6	265.5	ABERDEEN YARD		

NOTE: Mile Posts between Bristol & Andover are numbered as follows:
 MP 676
 MP 676 A
 MP 676 B
 MP 676 C
 MP 676 D
 MP 677 etc.

BN Radio Channel No. 2 in service for yard forces Sioux City area.

BN Radio Channel No. 1 in service on these Subdivisions.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision				07159 Perkins	8.9 miles east of Doon.....	18	West
On Westward Track				Sioux Preme Packing Co. ...	3.2 miles east of Sioux Center	6	East
00503 Prestressed Concrete, Inc. Spur	3.6 miles west of Anoka ...	13	East	07132 West Le Mars Feed and Grain Co.	7.1 miles east of Struble ...	6	East
Minnesota Sawdust Spur ...	3.8 miles west of Anoka ...	5	East	07132 Northwest Iowa Farm Bureau Service Co.	7.1 miles east of Struble ...	8	West
Sauk Rapids	1.7 miles west of St. Cloud	25	West	4th Subdivision			
51810 Zimmerman	9.5 miles west of Elk River	23	Both	09072 Collegeville	2.7 miles west of St. Joseph	6	West
St. Paul Sand and Gravel ..	2.5 miles west of Elk River	60	East	09094 Kraft Foods	0.7 mile east of Depot Melrose	12	East
Marv's Bldg. Center	1.6 miles east of Princeton	8	West	09173 Midland Coop. Ind.	1.3 miles east of Fergus Falls	6	West
52503 Crestliner, Inc.	1.9 miles west of Little Falls	8	East	09172 Otter Tail Coop. Oils Inc. ...	1.8 miles east of Fergus Falls	9	East
52504 Hennepin Paper Spur	3.3 miles west of Little Falls	25	East	09177 Great Plains Natural Gas Co. Spur	1.2 miles west of Depot Fergus Falls	8	West
52506 Belle Prairie	5.6 miles west of Little Falls	5	East	Asylum Spur	1.3 miles west of Depot Fergus Falls	69	West
52509 Camp Ripley	7.8 miles west of Little Falls	105	Both	Farmland Industry Spur ...	4.8 miles west of Barnesville	12	Both
00574 Aldrich	7.0 miles west of Staples ...	25	West	09213 Downer	7.8 miles west of Barnesville	39	Both
00636 Audubon	4.1 miles west of Richards Spur	50	West	53704 Gary L. Smith Potato Whse.	2.5 miles east of Baker	8	East
Offutt & Son Potato Spur..	0.4 mile west of Glyndon ..	19	West	53705 Butenhoff and Hanson Potato Warehouse	2.0 miles east of Baker	18	East
On Eastward Track				53706 Chester Possehl Potato Warehouse Spur	0.4 miles east of Depot Baker	8	East
00632 Richards Spur	3.5 miles west of Detroit Lakes	100	West	53717 Agsco Inc. Spur	3.5 miles west of Depot Sabin	9	East
00486 Hayes Spur	2.6 miles east of Clear Lake	9	East	53220 Farbo-Moorhead Asphalt Co.	0.7 miles east of Moorhead Jct.	7	West
00498 Reformatory	8.7 miles west of Clear Lake	13	East	6th Subdivision			
NSP Spur	5.5 miles east of Clear Lake	Yard	East	51008 Maplewood	2 miles west of Gloster	26	East
00485 Edling Spur	4.3 miles east of Clear Lake	10	East	7th Subdivision			
00464 REA Spur	0.8 mile east of Elk River ..	30	East	On Westward Track			
00459 Pyrofax Gas Corp. Spur...	5.8 miles east of Elk River	3	East	Totino's Spur	2.6 miles west of Northtown	10	West
00457 Char Gale Mfg. Co. Spur (Tech. Education Center)	7.8 miles east of Elk River	15	East	Northern States Power Co. Spur	6.5 miles west of Northtown	10	West
00456 L. H. Bolduc Co. Inc.	8.8 miles east of Elk River	15	East	Kinas Spur	7.1 miles west of Northtown	14	West
00455 Cornelius Co.	9.8 miles east of Elk River	8	East	On Eastward Track			
2nd Subdivision				00446 Toews Finishing Ind.	2.4 miles east of Coon Creek	4	East
03018 Long Lake	3.1 miles west of Wayzata	22	West	00445 Barry Blower Co. Spur	3.0 miles east of Coon Creek	3	East
03036 Montrose	6.7 miles west of Delano ...	23	Both	8th Subdivision			
Co-op Spur	1.7 miles west of Murdoch	16	West	50008 Summit	8.8 miles west of White Bear Lake	5	West
03178 Charlesville	6.4 miles west of Norcross	24	Both	10th Subdivision			
Lampert Lumber Co.	2.0 miles east of Willmar ..	23	East	09007 Crystal Lumber Co. Spur ..	1.5 miles west of Robbinsdale	2	West
3rd Subdivision				09009 Midway Platt Co. Spur ...	2.5 miles east of Osseo ...	11	East
07326 Priam	5.9 miles east of Willmar ..	20	East	09010 Osseo Concrete Co. Spur ...	1.5 miles east of Osseo ...	10	West
07303 Asbury	3.7 miles east of Maynard	39	Both	09013 North Star Concrete Co. Spur	0.9 mile west of Osseo ...	14	West
07274 Green Valley	5.3 miles west of Marshall	34	Both	09018 Hennepin Coop Feed Exchange Spur	2.0 miles east of Rogers ...	6	East
07268 Read-Mix and Oil Spur ...	0.5 mile east of Marshall ...	6	West	09021 K&K Mfg. Co. Spur	0.1 mile west of Rogers ...	7	West
07267 Appleton Silo Co. Spur ...	0.7 mile east of Marshall ...	5	West	09022 Rogers Hdwe. & Lbr. Co ...	0.3 mile west of Rogers ...	7	East
07265 Lyon Farm Center Inc.	1.5 miles east of Marshall	6	West	09038 Northern States Power Co. Spur	3.0 miles west of Monticello	35	East
07262 Lynd	6.7 miles east of Marshall ..	13	East				
07250 Southwestern Minnesota Dairy Ass'n Spur	1.0 mile east of Russell	12	East				
07224 Jasper Grain Track	4.1 miles east of Ihlen	54	Both				
07223 Cargill Grain Track	2.78 miles east of Pipestone	54	Both				
07207 Sherman	3.3 miles west of Garretson	55	Both				

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
11th Subdivision							
51708 Cox Bros. Spur	0.5 mile west of Spring Park	2	West	07383 Cold Spring Granite Spur ..	5.7 miles west of St. Cloud	10	East
51709 Mound	1.9 miles west of Spring Park	43	Both	07364 Roscoe	6.2 miles west of Richmond	34	East
51713 St. Bonifacius	6.4 miles west of Spring Park	34	Both	07354 Moorman Mfg. Co.	4.9 miles west of Paynesville	14	West
51724 New Germany	3.8 miles west of Mayer	27	Both	07350 New London Materials and Construction Co.	8.4 miles west of Paynesville	34	Both
51729 Cominco American Inc. Spur	0.2 mile west of Lester Prairie	8	East	07347 Trinity Steel Co.	1.2 miles east of New London	6	East
51736 Silver Lake	7.8 miles west of Lester Prairie	23	West	07348 New London Gravel Pit	1.7 miles east of New London	250	Both
12th Subdivision				18th Subdivision			
54051 Albee	5.4 miles west of Nassau ...	35	Both	53586 State A&R School Spur	1.0 mile east of Morris	4	East
54082 Hallet Construction Spur ..	8.4 miles west of South Shore	20	West	53567 Starbuck Fuel & Iron	0.4 mile east of Starbuck ..	6	
54085 Rauville	13.2 miles west of South Shore	34	Both	20th Subdivision			
14th Subdivision				53048 Hewitt	8.2 miles east of Wadena ...	6	East
54639 Lidgerwood	5.4 miles east of Geneseo Jct.	38	Both	53020 Central By Products	6.3 miles east of Browerville	35	East
54622 Hankinson	17.6 miles east of Geneseo Jct.	56	Both	53021 Midland Co-op. Spur	6.3 miles east of Browerville	5	East
54677 Britton	5 miles east of Jarrett Jct.		East	53071 Land O'Lakes Creamery Spur	0.5 mile west of Sebeka	19	West
Newark	5.8 miles west of Jarrett Jct.			21st Subdivision			
54699 Huffton	5.3 miles west of Claremont	20	Both	53250 Hoot Lake	0.8 mile east of Fergus Falls	60	West
15th Subdivision				22th Subdivision			
54408 Corson Grain Track	8.2 miles west of Garretson	41	Both	53253 Fergus Dairy Co-op	0.8 mile west of Fergus Falls	17	West
54409 Pathfinder Spur	1.0 miles west of Corson ...	28	West	53253 Fergus Foundry Spur	0.9 mile west of Fergus Falls	15	West
54414 Lawrence Spur	6.0 miles west of Corson ...	45	Both	53254 Packing House	1.2 miles west of Fergus Falls	3	West
54415 Crampton Spur	7.5 miles west of Corson ...	22	West	53254 Fergus Falls Rendering Co.	1.2 miles west of Fergus Falls	3	East
16th Subdivision				53258 French	6.4 miles west of Fergus Falls	13	West
54293 Crooks	4.0 miles west of West Jct.	14	Both	Midland Coop Spur	6.3 miles west of Fergus Falls	6	West
54287 Lyons	10.0 miles west of West Jct.	15	Both	24th Subdivision			
60641 Fairview, SD	8.5 miles east of Canton ...	7	East	08218 Twin Brooks	7.2 miles west of Milbank ..	4	East
60619 Chatsworth, IA	6.1 miles east of Hawarden	7	East	08226 Marvin	7.7 miles west of Twin Brooks	6	West
17th Subdivision				08237 Jackson	11.0 miles west of Marvin ..	87	East
09050 Clearwater	12.6 miles east of St. Cloud	83	Both	08241 Ortley	3.8 miles west of Jackson ..	25	West
09056 Central Bi-Products Co. Spur	6.9 miles east of St. Cloud	5	East	08246 Waubay	5.4 miles west of Ortley	45	Both
09059 Tileston Mill Spur	3.5 miles east of St. Cloud	11	East	08264 Holmquist	6.4 miles west of Webster ..	42	West
07385 Empire Quarry Spur	3.1 miles west of St. Cloud	82	East	08299 Bath	11.1 miles west of Groton ..	19	Both
07384 North Star Granite Corp. Spur	4.9 miles west of St. Cloud	40	West	08348 Orient Line Jct. Wye	5.5 miles west of Beebe ...	34	Both
				08364 Bowdle	6.7 miles west of Gretna ...	44	Both
				08392 Sitka	8.0 miles west of Selby	46	East

LINE SEGMENT NUMBERS

TWIN CITIES TERMINAL LINE SEGMENTS

Line Segment	Minneapolis	Limits
467	Northtown Yard	Mississippi Street—University Avenue
530	Grove Yard	Northtown Jct.—27th Avenue N.E.
531	Minneapolis Jct. Yard	University Avenue—Main Street N.E.—14th Avenue S.E.
533	Lyndale Yard	3rd Avenue South—1st Street North—Highway 100
534	Union Yard	14th Avenue S.E.—Raymond Avenue
535	East Minneapolis Yard	University Avenue—Talmage Avenue
536	Park Jct. Yard	Talmage Avenue—Highway 280
537	Northtown WFE St. Paul	
540	Midway Yard	Raymond Avenue—Lexington Avenue
541	Como Shops Yard	Highway 280—Maryland Avenue and CB&Q Connection
542	Dale Street Shop Yard	Lexington Avenue—Como Avenue
543	Como Yard	Como Avenue—Rice Street
544	Jackson Street Shop Yard	Rice Street—Jackson Street
545	Mississippi Street WFE Yard	Jackson Street—Mississippi Street
546	Daytons Bluff Yard	Oakland Tower—Mississippi Street, Maryland Street, Gloster
547	Stillwater (Minnesota) Yard	Stillwater

OTHER YARD LINE SEGMENTS

Line Segment	Yard
548	Watertown Yard
549	Sioux City (Ex-Milw)
550	St. Cloud Shop Yard
551	St. Cloud Yards
552	Wilmar
553	Staples
554	Sioux Falls Yard
555	Sioux City Yard
556	Sioux City Terminal Co.
557	Wilmar WFE
558	Ellendale (EX-Milw)
559	Pipestone (EX-Milw Yard)
2011	Mitchell Yard
2012	Sioux City Yard (East Yard)
2013	Aberdeen Yard

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

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

For Line Segment purposes ONLY, the following in effect:

MP 676 A equals 677

MP 676 B equals 678

MP 676 C equals 679

MP 676 D equals 680

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

BALLAST PITS

Line Segment	Limits	Limits
578	Appleton	
579	Granite Falls	
580	Russell	
581	St. Cloud	
586	Ortonville	

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
202	Clearwater—St. Cloud	39.3 to 58.9
206	Elk River—Princeton	0.0 to 18.8
207	Little Falls—Camp Ripley Jct.	105.3 to 112.6
216	St. Anthony—Northtown	7.0 to 12.3
222	Hopkins Jct.—Hopkins	0.0 to 3.9

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Boylston	1st Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS	EASTWARD
				761					760	
				NRPC 10 Daily					NRPC 9 Daily	
	IJTX		05013	6:29PM	28	13.3	0.0	BOYLSTON 11.3	A 10:50AM	
		6,118	06112	6:44		24.5	11.3	FOXBORO 12.0	10:39	
		7,129	06100	6:56		36.6	23.3	NICKERSON 12.2	10:26	
		5,690	06088	7:07		48.9	35.5	BRUNO 8.4	10:13	
		6,957	06080			57.2	43.9	ASKOV 5.9		
	Y	7,685	06074	s 7:22		63.1	49.8	SANDSTONE 8.7	s 9:57	
	ABJRY	7,417	06065	7:33		71.9	58.5	HN HINCKLEY 8.3	9:46	
	JY	8,553	06057			80.1	66.8	BROOK PARK 11.2		
		5,557	06046	7:51		91.3	78.0	GRASSTON 5.3	9:26	
			06040			96.6	83.3	BRAHAM 10.8		
		5,400	06029	s 8:10		107.4	94.1	CAMBRIDGE 11.7	s 9:10	
		4,958	06018	8:22		119.0	105.8	BETHEL 11.9	8:59	
		5,145	06006	8:35		131.0	117.7	ANDOVER 5.9	8:47	
	IJR		00448	A 8:40PM		136.9	123.6	CN COON CREEK	8:40AM	

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hinckley	2nd Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
							HN HINCKLEY 13.1		
	ABJY	4,549	06065	214	75.4	0.0	PINE CITY 9.8		
		6,938	51063		62.6	13.1	RC RUSH CITY 12.0		
	Y	6,848	51053		52.7	22.9	NORTH BRANCH 12.1		
		7,254	51041		40.7	34.9	WYOMING 4.2		
		7,634	51030		28.6	47.0	FOREST LAKE 8.4		
			51026		24.4	51.2	HUGO 4.2		
			51017		16.1	59.6	BALD EAGLE 1.1		
	A		51013		11.8	63.8	WHITE BEAR LAKE		
	JY	5,723	51012		10.7	64.9			

See 3rd Subdivision on page 14.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Carlton	4th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
							UN CARLTON 16.1		
	IJRY	6,729	05033	27	28.0	0.0	CORONA 5.5		
		6,387	52138		44.0	16.1	CROMWELL 3.8		
			52143		49.5	21.6	WOODBURY 17.6		
		6,604	52147		53.8	25.4	MG MCGREGOR 8.7		
	I	5,994	52165		71.0	43.0	KIMBERLY 11.9		
		6,503	52173		79.6	51.7	AITKIN 10.3		
	Y	5,698	52185		91.5	63.6	DEERWOOD 9.6		
	JY		52195		101.9	73.9	LOERCH 7.2		
		6,474	52205		111.5	83.5	B BRAINERD 4.2		
	BJKTY	5,840	52212		118.7	90.7	BAXTER 9.2		
			52217		122.9	94.9	PILLAGER 8.7		
		6,310	52226		132.1	104.1	MOTLEY 7.3		
		6,404	52235		140.8	112.8	SO STAPLES		
	BJKRTXY		00567		147.8	120.1			

BN Radio Channel No. 1 in service on these Subdivisions.

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BETWEEN SUPERIOR AND CENTRAL AVE. NRPC TRAINS OPERATE OVER LST&T TRACKAGE BETWEEN WINTER ST. AND 16TH AVE. AND BE GOVERNED BY LST&T RR RULES, TIMETABLE, AND SPECIAL INSTRUCTIONS.

EXCEPT ON DOUBLE TRACK AND IN CTC TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

**BN Radio Channel No. 1 in service on this subdivision for road crews.
BN Radio Channel No. 2 in service for yard crews.**

3rd Subdivn MAIN LINE STATIONS Office Calls

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Brainerd	
BJKRTY		52212		0.6	0.0	B BRAINERD
	2,417	52542		10.5	10.4	10.4 MERRIFIELD
	2,673	52549		17.5	17.4	7.0 NISSWA
	2,736	52555		23.5	23.4	6.0 PEQUOT LAKES
		52558		26.7	26.6	3.2 JENKINS
	2,703	52564		32.7	32.6	6.0 PINE RIVER
		52574		41.9	41.9	9.3 BACKUS
		52582		49.8	49.7	7.8 HACKENSACK
		52594		63.0	62.9	13.2 WALKER
	3,159	52606		75.0	74.9	12.0 LAPORTE
		52612		81.4	81.2	6.3 GUTHRIE
J				90.9	90.7	9.5 BRAINERD JCT.
J				93.2	93.0	2.3 INTERNATIONAL FALLS JCT.
Y		52626		94.5	94.7	1.7 NORTH BEMIDJI
	2,389	52630		98.6	98.8	4.1 LAVINIA
		52642		110.5	110.8	12.0 TENSTRIKE
	3,326	52645		113.5	113.7	2.9 HINES
	2,215	52650		118.5	118.7	5.0 BLACKDUCK
T	2,306	52656		125.0	125.2	6.5 FUNKLEY
	2,709	52666		134.6	134.7	9.5 NORTHOME
		52671		139.7	139.8	5.1 MIZPAH
	2,107	52676		144.4	144.6	4.8 GEMMELL
		52680		148.7	148.9	4.3 RIDGE
	2,343	52688		156.7	156.9	8.0 MARGIE
		52697		165.8	166.0	9.1 BIG FALLS
	2,178	52698		166.8	167.0	1.0 GRAND FALLS
		52707		175.8	176.0	9.0 WISNER
	2,252	52715		184.1	184.3	8.3 LITTLE FORK
	3,831	52724		193.4	193.7	9.4 NAKODA
BKRTY		52731		200.3	200.6	6.9 INTERNATIONAL FALLS

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WESTWARD
EASTWARD

6th Subdivn BRANCH LINE STATIONS Office Calls

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Brook Park	
JY	8,553	06057		58.3	0.0	BROOK PARK
		07438		47.0	11.7	11.7 MORA
		07431		39.9	18.8	7.1 OGILVIE
		07424		33.0	25.7	6.9 BOCK
		07418	219	27.9	30.9	5.2 MILACA
		07415		24.6	34.2	3.3 FORESTON
		07409		18.8	40.0	5.8 OAKS
		07404		13.8	45.0	5.0 FOLEY
		07400		9.5	49.3	4.3 PARENT
IJRXY		00501		0.0	60.0	10.7 EA ST. CLOUD

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

7th Subdivn BRANCH LINE STATIONS Office Calls

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ashland	
TY		51900		0.0	0.0	AJ ASHLAND
	2,929	51911		10.7	10.2	10.2 MOQUAH
		51924		24.3	23.8	13.6 TOPSIDE
	1,264	51929		28.4	28.4	4.6 IRON RIVER
	1,370	51937		36.8	36.4	8.0 BRULE
	2,050	51942		41.9	41.5	5.1 BLUEBERRY
		51944		44.5	44.0	2.5 MAPLE
	920	51949	233	48.5	48.1	4.1 POPLAR
		51951		50.7	50.2	2.1 WENTWORTH
AY		51962		62.2	61.7	11.5 ALLOUEZ
TY		51963		63.7	63.2	1.5 EAST END
Y		51965		63.9	63.4	0.2 NEWTON AVENUE
Y		51966		65.3	64.9	1.5 HILL AVE.
IY		51966		66.0	66.3	1.4 SOO LINE CROSSING
IJRXY		05008		67.9	67.4	1.1 SU CENTRAL AVE.

WESTWARD
EASTWARD

8th Subdivn MAIN LINE STATIONS Office Calls

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Garfield Ave.	
JY		05001	229	150.1	0.0	GARFIELD AVE. To DWP Jct. 2.5
JY		51975		1.3	3.5	3.5 BERWIND JCT.
IJY				2.0	4.2	0.7 GRASSY POINT DRAW
JUY		05004	234	3.5	7.4	1.5 LST&T JCT.

TRAINS AND ENGINES USING LST&T RAILWAY WEST OF LST&T RY. JCT. WILL
BE GOVERNED BY LST&T TIME TABLE AND SPECIAL INSTRUCTIONS.

BN Radio Channel No. 2 in service for Duluth yard area.

BN Radio Channel No. 1 in service on these Subdivisions.

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Brook- ston	9th Subdivn MAIN LINE STATIONS Office Calls	CTC
J	6,619	05055	236	58.0	0.0	BROOKSTON 11.4	CTC
	7,686	52311		69.2	11.4	BADEN 13.6	
	7,664	52325		82.7	25.0	FERMOY 14.9	
	7,616	52338		97.4	39.9	ONEGA 10.2	
JY		52345		107.5	50.1	K. D. JCT. 0.2	
BJKRT		52401	237	107.5			ABS
				0.0	50.3	KY KELLY LAKE 4.0	
Y	5,583	52354		3.8	54.3	KEEWATIN 5.6	
Y		52362		9.4	59.9	NASHWAUK 6.6	
Y		52373		16.0	66.5	CU CALUMET 5.4	
JY		52376		21.4	71.9	TACONITE JCT. 4.6	
TY		52382		25.8	76.5	CANISTEO 5.2	
JTY	7,036	05106		31.3	81.7	GUNN	

WEST
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EAST
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Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Warroad	11th Subdivn BRANCH LINE STATIONS Office Calls	CTC
BR		55315	244	104.5	0.0	WARROAD 21.4	CTC
		55294		82.9	21.4	ROSEAU 13.0	
		55281		70.0	34.4	BADGER 9.5	
		55271		60.5	43.9	GREENBUSH 18.6	
		55253		41.8	62.5	MIDDLE RIVER 19.2	
U		55234	243	22.6	81.7	SOO LINE CROSSING 3.1	VR
T		55230		19.6	84.8	THIEF RIVER FALLS 7.2	
		55223		12.3	92.0	ST. HILAIRE 10.3	
		55213		2.0	102.3	RED LAKE FALLS 2.0	
				0.0			
JR		05251		67.8	104.3	G N JCT. 11.0	
				56.8	115.3	TILDEN JCT.	

WEST
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Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Dormer Jct.	10th Subdivn MAIN LINE STATIONS Office Calls	CTC
TY		52440	239	111.1		VIRGINIA 0.7	CTC
JY				110.4		DM&IR SLIVER BRANCH JCT.	

WEST
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WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Fisher Line Jct.	12th Subdivn MAIN LINE STATIONS Office Calls	CTC
JY			32	83.4	0.0	FISHER LINE JCT. 0.5	CTC
JTY		09288		0.5	0.5	NOYES JCT. 12.2	
		09301		12.7	12.7	EUCLID 8.2	
		09309		20.9	20.9	ANGUS 8.4	
A		09317		29.3	29.3	W WARREN 9.8	
		09327	245	39.1	39.1	ARGYLE 8.4	NE
		09335		47.5	47.5	STEPHEN 8.6	
		09344		56.1	56.1	DONALDSON 4.8	
		09349		60.9	60.9	KENNEDY 9.2	
	2,980	09358		70.1	70.1	KA HALLOCK 12.2	
		09370		82.3	82.3	HUMBOLDT 8.2	
BJKRY		09378		90.5	90.5	NY NOYES	

WEST
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WARD

BETWEEN DM&IR SLIVER BRANCH JCT. AND EMMERT D.M.&I.R. RR TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Dormer Jct.	10th Subdivn MAIN LINE STATIONS Office Calls	CTC
JY		52432	239	107.9	0.0	DORMER JCT. 2.3	CTC
JY		52427		109.1	2.3	SHERWOOD JCT. 0.2	
Y	4,128	52426	238	109.4	2.5	BUHL 0.9	ABS
Y				110.4	3.4	FRAZER YARD 3.0	
JY		52418		113.4	6.4	ST. CLAIR JCT. 0.4	
JY		52416		113.7	6.8	WILPEN JCT. 2.1	
AY		52412		115.8	8.9	EMMERT 3.0	
XY		52408		118.9	11.9	HIBBING 3.2	
JXY				122.1	15.1	HIB TAC JCT. 0.5	
BJKRTY		52401		122.6	15.6	KELLY LAKE	

WEST
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Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Allouez	13th Subdivn BRANCH LINE STATIONS Office Calls	CTC
BIJRTXY		52004	29	6.0	0.0	ALLOUEZ 1.9	ABS
Y				7.9	1.9	KOPPERS SPUR 1.0	
Y				8.7	2.9	BRIDGE (1.3) 1.3	
IJR		05010		10.3	4.2	B SAUNDERS	

WEST
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BN Radio Channel No. 2 in service for Allouez Yard.

BN Radio Channel No. 1 in service on these Subdivisions.

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Manitoba Jct.	14th Subdivn BRANCH LINE STATIONS Office Calls
JRTY		00650	246	0.8	0.0	MANITOBA JCT. 5.0
	1,128	55005		6.0	5.0	HITTERDAL 6.9
	2,335	55012		12.9	11.9	ULEN 7.0
		55019		19.9	18.9	SYRE 5.7
	3,060	55025		25.6	24.6	TWIN VALLEY 7.8
		55032		33.8	32.4	GARY 11.6
	2,727	55044		45.4	44.0	FERTILE 8.0
		55052		53.4	52.0	MELVIN 7.9
	1,936	55060		61.3	59.9	HAROLD 7.5
JY		05265		65.9	67.4	REDLAND JCT.

EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Calspur Jct.	17th Subdivn BRANCH LINE STATIONS Office Calls
JUY		55502	249	98.5	0.0	CALSPUR 13.9
	5,885	55416		112.4	13.9	MEKINOCK 5.4
		55422		117.8	19.3	HONEYFORD 3.5
	3,967	55425		121.3	22.8	GILBY 4.3
		55430		125.6	27.1	JOHNSTOWN 4.7
UY	3,946	55434		130.3	31.8	FOREST RIVER 5.8
	4,978	55440		136.1	37.6	VOSS 8.9
BJRTUY	2,513	55539		145.0	46.5	FN GRAFTON 15.5
Y	3,256	55464		160.5	62.0	DRAYTON 18.3
	2,249	55483		178.8	80.3	JOLIETTE

EASTWARD

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Glyndon	15th Subdivn BRANCH LINE STATIONS Office Calls
JY	3,079	00668	32	18.4	0.0	GLYNDON 6.9
		09229		25.1	6.9	AVERILL 7.8
		09237		32.9	14.7	FELTON 7.1
		09244		40.0	21.8	BORUP 8.2
		09252		48.2	30.0	ADA 17.0
		09270		65.1	47.0	BELTRAMI 15.3
JY		09285		80.3	62.3	M. N. JCT. 0.7
JY				80.9	63.0	CROOKSTON JCT.

EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From PA Tower	18th Subdivn BRANCH LINE STATIONS Office Calls
IJY		05299	250	0.0	0.0	PA PA TOWER 1.4
JUY		55502		1.4	1.4	CALSPUR 10.6
		55512		12.5	12.0	MANVEL 12.1
U		55524		24.5	24.1	ARDOCH 6.1
		55530		30.6	30.2	MINTO 8.9
BJRTUY	4,481	55539		39.4	39.1	FN GRAFTON 6.5
		55546		45.9	45.6	AUBURN 7.6
Y		55553		53.5	53.2	ST. THOMAS 6.1
		55559		59.6	59.3	GLASSON 6.9
		55566		66.5	66.2	HAMILTON 5.2
		55571		71.6	71.4	BATHGATE 8.3
Y		55579		79.9	79.7	NECHE

EASTWARD

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Moorhead	16th Subdivn BRANCH LINE STATIONS Office Calls
JY		00676	247	0.0	0.0	MOORHEAD 8.6
		56008		8.0	8.6	KRAGNES 6.8
		56015		14.8	15.4	GEORGETOWN 6.6
		56022		21.6	22.0	PERLEY 6.0
		56028		27.4	28.0	HENDRUM 6.0
		56034		33.5	34.0	HALSTAD 7.6
		56041		41.0	41.6	SHELLY 4.8
		56046		45.8	46.4	NIELSVILLE 5.6
		56052		50.8	52.0	CLIMAX 5.9
		56057		56.8	57.9	ELDRED 8.6
JY		09285		65.5	66.5	M. N. JCT.

EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Grafton	19th Subdivn BRANCH LINE STATIONS Office Calls
BJRTUY		55539	251	0.0	0.0	FN GRAFTON 6.5
		55606		5.7	6.5	NASH 7.2
Y	3,408	55613		12.9	13.7	HOOPLE 4.6
		55618		17.5	18.3	CRYSTAL 6.3
		55624		23.9	24.6	HENSEL 7.6
R		55631		31.4	32.2	CV CAVALIER 16.5
T		55648		48.5	48.7	WALHALLA

EASTWARD

BN Radio Channel No. 1 in service on these Subdivisions.

WISCONSIN DIVISION

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WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Cass Lake	20th Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS	EASTWARD
				7					8	
				NRPC Daily					NRPC Daily	
	BKRTY		05163		31	105.2	0.0	CS CASS LAKE 9.6		
		3,660	05172			95.6	9.6	ROSSBY 1.8		
	J					93.8	11.4	BRAINERD JCT. 2.3		
	J					91.4	13.7	INTERNATIONAL FALLS JCT. 1.6	Rule 261- 264	
	AJRY		05178			90.3	15.3	BM BEMIDJI 6.1		
		8,129	05184			84.1	21.4	WILTON 12.3		
			05196			72.0	33.7	SHEVLIN 6.7		
			05203			65.1	40.4	BAGLEY 7.3		
		8,239	05211			57.7	47.7	EBRO 13.0		
		3,688	05224			44.7	60.7	FOSSTON 7.6		
		9,033	05231			37.2	68.3	McINTOSH 6.1		
	A	3,823	05237			31.2	74.4	RS ERSKINE 6.7		
		3,687	05244			24.5	81.1	MENTOR 6.9		
	JRY		05251			17.7	88.0	TILDEN JCT. 4.5		
		9,038	05255			12.9	92.5	BENOIT 10.2		
	JY		05265		32	2.9	102.7	REDLAND JCT. 2.9		
	J					0.5	105.6	CROOKSTON JCT. 1.3		
	BJKRTY		05270			0.0				
	JY		05271			82.3	106.9	C CROOKSTON 1.1		
	JY					83.4	108.0	FISHER LINE JCT. 0.5		
		7,710	05280		33	83.9	108.5	NORTH CROOKSTON JCT. 9.2		
						93.1	117.7	FISHER 14.4		
	BKRY		05295			107.5	132.1	GF GRAND FORKS 2.5		
						111.9				
	LJRTY		05299			1.0	134.6	PA PA TOWER 1.2		
	IJT			5:08AM		2.2	135.8	D. L. SWITCH 11.9	ABS	A 12:32AM
		7,581	05310	5:23		12.3	147.7	EMERADO 6.1		12:21
			05316			18.3	153.8	ARVILLA 6.0		
	JKRTY	9,288	05323	5:33		24.3	159.8	KI LARIMORE 2.3		12:10
	JY		05325	A 5:35AM		26.7	162.1	HANNAH JCT.		12:08AM

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

WEST WARD	21st Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD	22nd Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hannah Jct.		Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Larimore	
WEST WARD	J		05325	252	0.0	0.0	23	JKRTY		05323	23	129.6	0.0	EAST WARD
			55706		5.8	6.0				56353		117.4	12.6	
			55717		16.6	16.8				56345		109.0	21.1	
			55728		28.0	28.3				56338		102.4	27.6	
	T	2,445	55734		34.2	34.5		JT		56333		96.0	32.5	
			55744		43.5	43.8		Y						
			55756		56.1	56.4								
			55762		61.9	62.1								
	R	1,992	55774		73.6	73.8								
			55788		88.0	88.2								
EAST WARD			55795		95.0	95.2								

BN Radio Channel No. 1 in service on these Subdivisions.

LINE SEGMENT NUMBERS

DULUTH-SUPERIOR TERMINAL LINE SEGMENTS

Line Segment	Duluth	Limits
500	5th Avenue Yard	East 5th Avenue—5th Avenue West
501	Bridge Yard	5th Avenue West—Garfield Avenue
502	Commerce Tracks	5th Avenue West—15th Avenue West
503	Birch Street Yard	Garfield Avenue—Minnesota Draw
504	Rice's Point Yard	Garfield Avenue—Minnesota Draw
508	Mikes Yard	Main Street—72nd Avenue West
214	Double Track	Garfield Ave.—DWP Jct.
235	Riverside Jct.	72nd Avenue West—Riverside Jct.
Superior		
509	Belknap Yard	Winter Street—28th Street
510	17th Street Yard	Elevator Station—28th Street
511	28th Street Yard	28th Street—Central Avenue
512	Central Avenue Yard	Central Avenue—28th Street
513	Saunders Yard	Saunders Tower—Yard Board
514	East End Yard	15th Avenue East—31st Avenue East
515	BN Interchange	40th Avenue East—44th Avenue East
516	Allouez Ore Yard	Bardon Avenue—CNW Crossing—Docks #2 and #4
517	Allouez Tac Yard	Bardon Avenue—CNW Crossing Dock #1
518	Hill Avenue Yard	31st Avenue East—Central Avenue

OTHER YARD LINE SEGMENTS

Line Segment	Yard	Limits
519	Cloquet	
520	Bemidji	
521	Grand Forks	
522	Crookston	
523	Brainerd Shop	
524	Brainerd Tie Plant	
525	Brainerd Yard	
526	Grand Forks WFE	

BALLAST PITS

Line Segment	Limits
570	Backus
571	Brookston
572	Benoit
575	Kerry
577	Roseau

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
27	Wrenshall—Carlton	23.9 to 28.0
28	Central Avenue—Elevator Station	9.0 to 3.1
232	North Crookston Jct.—Noyes Line	82.4 to 83.5
249	Highway 2—Calspur	90.2 to 98.5
253	Cuyana Range	0.0 to 9.9
254	Tioga Mine	0.0 to 3.3
256	Lind-Greenway Mine	0.0 to 3.4
257	Hibbing Taconite Line	0.0 to 6.6
258	Canisteo Mine	0.0 to 2.8
259	Aromack Mine	0.0 to 2.5
260	National Taconite	0.0 to 4.2
261	Butler Taconite Spur	0.0 to 2.5
262	Chisholm Line	0.0 to 2.3
274	Portland—Portland Jct.	27.6 to 32.5

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision				51957 Cutter	6.4 miles west of Wentworth	5	East
06002 North Central Public Service Spur	2.3 miles east of Coon Creek	6	West	8th Subdivision			
06012 Cedar	5.7 miles east of Andover ..	8	West	52106 West Duluth Jct.	1.2 miles east of Berwind Jct.	15	East
06024 Husky Spur	7.4 miles west of Cambridge	2	West	57978 Riverside Jct.	5.9 miles east of Berwind Jct.	10	West
06024 Isanti	5.7 miles west of Cambridge	54	Both	9th Subdivision			
06032 Rural Coop. Power Ass'n. Spur	2.4 miles east of Cambridge	5	East	52306 Arlberg	5.4 miles west of Brookston	15	East
06034 Grandy	4.9 miles east of Cambridge	3	East	52331 Casco	5.8 miles west of Fermoyle ..	16	East
06094 Kerrick	6.5 miles west of Nickerson	8	East	52338 Old Onega Spur	1.2 miles east of Onega	6	East
				52350 Keewatin Saw Mill Spur ..	1.9 miles west of Kelly		
				52377 Bovey	1.8 miles west of Taconite Jct.	15	East
2nd Subdivision				10th Subdivision			
51025 Winnick Spur	6.1 miles east of Hugo	2	West	52422 Elbern Siding	3.4 miles west of Buhl	36	Both
51033 Stacy Spur	4.2 miles east of Wyoming	15	East	16th Avenue Ramp	0.9 mile east of Hibbing ..	4	East
51046 Harris Spur	5.1 miles east of North Branch	21	East	Oil Track	1.4 miles east of Hibbing ..	17	Both
51058 Rock Creek Spur	5.1 miles east of Rush City	21	East	Douglas Shop Spur	2.2 miles east of Emmert ..	9	West
51064 Gorham Spur	1.0 miles east of Pine City	5	West	11th Subdivision			
51069 Beroun Spur	5.8 miles east of Pine City	24	West	55314 Ralston Purina Spur	0.7 mile west of Warroad ..	6	East
				55313 Marvin Elev. Spur	0.8 mile west of Warroad ..	33	West
3rd Subdivision				55303 Salol	12.2 miles west of Warroad	14	Both
52565 Bemidji Bottle Gas Co. Spur	0.4 miles west of Pine River	5	West	55293 Farm Service Equip. Spur ..	1.0 mile west of Roseau	6	East
				55290 Roseau Pit	3.0 miles west of Roseau ..	36	East
				55288 Fox	6.1 miles west of Roseau ..	16	Both
				55261 Strathcona	10.2 miles west of Greenbush	23	West
4th Subdivision				55227 Northwest Pellet Ass'n Spur	3.0 miles west of Thief River Falls	10	West
51135 Wrenshall	4.3 miles east of Carlton ..	130	Both	FUGTA Elev. Spur	1.0 mile west of Red Lake Falls	19	West
52132 Sawyer	9.7 miles west of Carlton ..	5	East				
52150 Wright	15.4 miles east of McGregor	21	West	12th Subdivision			
52156 Tamarack	9.3 miles east of McGregor	3	East	09289 Agricultural Exp. Spur	0.2 mile west of Noyes Jct.	33	East
52179 Rosburg	6.1 miles east of Aitkin	9	West	09314 Roan	5.0 miles west of Angus	12	East
52804 Ironton	3.8 miles west of Deerwood	Yard	Both	09316 Fertilizer Spur	0.5 mile east of Warren	7	East
52218 Klein Spur	1.4 miles west of Baxter	14	East	09319 Earl Swanson Spur	0.7 mile west of Warren	17	West
52240 Northern Mfg. Spur	3.5 miles east of Staples	9	West	09321 Luna	4.1 miles west of Warren ..	10	East
				Argyle Potato Services Spur	0.3 mile west of Argyle	17	West
5th Subdivision				Industrial Site Spur	1.1 mile east of Stephen	15	East
05029 Alford	3.8 miles east of Carlton ..	10	East	St. Vincent	1.8 miles east of Noyes	13	Both
Brookston Gravel Pit	0.1 mile west of Brookston	80	Both	09376 S. P. Lipoma Potato Whse. Spur	0.7 mile west of Kennedy ..	52	East
05068 Mirbat	5.4 miles east of Floodwood	7	East	Agsgo Dist. Inc.	0.8 miles east of Hallock ..	7	East
05086 Wawina	6.7 miles west of Island	21	East	09357 George Weleski Spur	0.7 mile east of Hallock	7	East
05113 Seyton	3.7 miles west of Grand Rapids	52	Both	09364 Hill Siding	7.0 miles west of Hallock ..	16	Both
05114 Cohasset Mill & Lumber Co.	1.0 mile east of Cohasset ..	9	East	14th Subdivision			
05116 Minn. Power and Light Spur	0.4 mile west of Cohasset ..	121	East	55054 Spring Pit	1.9 miles west of Melvin ..	82	West
05123 Chippewa Wood Processing Spur	0.1 mile east of Deer River	16	West	J. R. Dale Farm Supply Spur	0.9 mile west of Fertile	7	East
05156 Webster Lumber Co.	5.3 miles west of Schley	16	East				
6th Subdivision				15th Subdivision			
00501 Volkmoth Printers Spur	1 mile east of St. Cloud Tower	11	East	09251 American Oil Co. Spur	0.7 mile east of Ada	13	West
Rural Co-op Power Ass'n Spur	0.5 mile east of Milaca	3	West	09257 Hadler	5.0 miles west of Ada	31	Both
07439 Kanabec Hdwe. Co. Spur ..	1.0 mile east of Mora	4	West	09262 Lockhart	9.8 miles west of Ada	12	East
				09275 Greenview	5.9 miles west of Beltrami ..	23	Both
7th Subdivision				16th Subdivision			
51902 Midland Services, Inc.	1.7 miles west of Ashland	7	West	56002 Bingham	2.8 miles west of Moorhead ..	626	Both
51917 Ino	6.6 miles west of Moquah ..	12	West	56064 Wilds	8.1 miles west of Eldred	730	East
				17th Subdivision			
				Pillsbury Co. Spur	2.1 miles west of Calspur	7	East
				Kelly	7.5 miles west of Calspur	26	Both
				55456 Cashel	7.1 miles west of Grafton ..	33	Both
				Potato Whse. Spur	0.4 mile west of Drayton ..	30	East

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
17th Subdivision, Cont.				05301 Powell.....	4.1 miles west of PA Tower	17	Both
Drayton Potato Packer Spur.....	0.8 mile west of Drayton ...	12	East	05311 Emerado Air Base Spur	0.5 mile west of Emerado	125	East
American Crystal Plant	1.5 miles west of Drayton ..	Yard	Both				
55469 Pittsburg	4.7 miles west of Drayton ..	35	Both	21st Subdivision			
55473 Bowesmont.....	8.9 miles west of Drayton ..	27	Both	Forest River Bean Plant Spur.....	5.3 miles west of Hannah Jct.....	9	West
18th Subdivision				55713 Orr	6.5 miles west of McCanna	28	Both
55535 Herriott	4.5 miles west of Minto	39	Both	55723 Conway	6.5 miles west of Inkster ...	26	Both
55554 Tobiason Gillishammer	1.1 miles west of St. Thomas	10	East	Rossford Johnson Spur	1.2 miles west of Park River	20	West
55528 J.D. Miller Potato Co.	1.5 miles east of Minto	5	East	55740 Kerry	5.4 miles west of Park River	20	Both
55527 Process Potatoes Inc.	1.7 miles east of Minto	9	East	55741 Kerry Pit	5.4 miles west of Park River	116	East
55529 F & R Rudnik	1.3 miles east of Minto	5	East	55750 Union	6.2 miles west of Edinburg	28	West
19th Subdivision				55768 Easby	5.5 miles west of Osnabrock	30	Both
55610 Hoople Industries	5.5 miles west of Nash	57	East	55781 Dresden	7.0 miles west of Langdon	34	Both
55611 Folsom-Fedje Spur	6.0 mile west of Nash	11	East				
55614 Hoople Potato Products Inc. Spur.....	0.5 mile west of Hoople	16	East	22nd Subdivision			
Murray Bean Co.	6.2 miles west of Hensel ...	3	East	56360 Kempton	6.3 mile west of Larimore ..	15	West
55630 Cominco Fertilizer & Valley Bean Ass'n Spur	0.7 mile east of Cavalier ...	14	West	56343 Hunter Commodity Spur...	0.8 mile west of Hatton	8	West
55636 Backoo	4.9 miles west of Cavalier ...	34	Both	56344 Olaf Bye & Sons Spur	0.7 mile west of Hatton	10	West
55645 Ted Eggan Potato Whse.	1.4 miles east of Walhalla ..	8	West	56428 Portland	4.5 miles west of Portland Jct.....	65	Both
55646 Johnson Potato Co. Spur ...	1.2 miles east of Walhalla ..	13	East	56332 Occidental Agri. Chemicals Spur.....	1.0 mile west of Mayville ..	9	East
M.T.K. Inc. Spur	1.6 miles east of Walhalla ..	8	West	56331 Mayville Pelleting Co. Spur	1.1 miles west of Mayville	6	West
20th Subdivision				Gormley Bean Co.....	1.2 miles west of Mayville	13	West
05169 Potlatch Spur.....	5.6 miles west of Cass Lake						
05179 Airport Spur	2.5 miles west of Bemidji ..	18	East				
05188 Northwood Spur	3.7 miles west of Wilton		West				
05190 Solway	6.1 miles east of Wilton	30	Both				
05216 Lengby	7.0 miles east of Fosston	14	East				
05243 Solar Gas	0.9 mile east of Mentor	66	Both				
05259 Benoit Pit	3.6 miles west of Benoit	157	West				
05288 Mallory	7.1 miles west of Fisher	18	East				

MINE SPURS

Name	Location	Switch Opens
52403 Hibbing Taconite Mahoning	0.5 mile east of Kelly Lake	West
52404 Group Lines and So. Agnew	0.7 mile east of Kelly Lake	West
52430 Wanless	1.4 miles east of Buhl	East
Wade	At Dormer Jct.....	East
52352 National Taconite	2.5 miles west of Kelly Lake	East
52352 National Taconite	1.4 miles west of Keewatin	West
52356 Mesabi Chief Washer, Mississippi ...	2.0 miles west of Keewatin	West
52365 Butler Taconite	0.7 mile west of Nashwauk	East
Butler Taconite, Patrick	3.0 miles west of Nashwauk	West
52370 Hill Annex Creta	1.4 miles east of Calumet	East
52371 Hill Annex Washer	0.6 mile east of Calumet	East
52381 Canisteo Mine	0.1 mile east of Canisteo	Both
52385 Greenway	2.4 miles west of Canisteo	West
Fourth Subdivision (Mine Spurs—Cuyuna Range)		Distance From Deerwood
52804 Ironton	Minn.	3.8
52808 Cuyuna	Minn.	7.5
52814 Manganese	Minn.	14.0
52853 Riverton	Minn.	7.6
52854 Trommald	Minn.	7.9

DAKOTA DIVISION

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WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Dilworth	1st Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS	EASTWARD
				7						8	
				NRPC Daily						NRPC Daily	
	BKRTXY		00673	3:28AM	26	3.2	0.0	DT	DH DILWORTH	A 2:13AM	
	IJXY		00675	A 3:31AM		5.5	2.4		MOORHEAD JCT	2:10AM	
	AJTXY		00679			8.5	5.4		FARGO		
	IJXY		00683			12.9	9.7		WEST FARGO		
	Y	W4,399	00686			15.9	12.7		FIFE		
			00690			20.1	17.0		MAPLETON		
	JTXY		00698			28.4	24.5		CT CASSELTON		
	J		10046			31.0	27.8	2MT	SURREY LINE JCT.	CTC	
	Y		03279			43.8	40.6	DT	BUFFALO	ABS Rule 251-254	
			03285			49.7	46.5		TOWER CITY		
		6,478	03288		38	52.4	49.2		KOLDOK		
		6,794	03296			60.4	57.1		PEAK		
			03301			65.5	62.3		VY VALLEY CITY		
	Y	6,371	03306			70.0	66.7		BEREA		
	JTY	7,940	03312			76.1	72.8		SANBORN		
		6,470	03317			81.4	78.1		ECKELSON		
	Y	6,302	03325			89.1	85.8		SPIRITWOOD		
			03331			95.2	91.9		BLOOM		
						99.3					
						99.2		DT			
	BJKRTXY		03336			93.7	97.4		JY JAMESTOWN		
	Y		03342		38	99.9	103.6		ELDRIDGE	ABS	
		7,243	03352			109.0	112.8		WINDSOR		
		3,635	03356			112.8	116.6		CLEVELAND		
		7,336	03364			121.5	125.3		MD MEDINA		
		11,585	03377			134.5	138.2		LADOGA		
		6,235	03386			143.2	146.9		DAWSON		
		7,396	03394			151.0	154.7		STEELE		
		5,851	03404			161.9	165.4		DRISCOLL		
		6,197	03412			169.6	173.2		STERLING		
	JT		03419			176.2	179.8	MZ	McKENZIE		
		6,313	03424		38	181.6	185.3		BURLEIGH		
		6,571	03432			189.5	193.1		PIERCE		
	Y	7,932	03437			194.5	198.1		BISMARCK		

EXCEPT ON DOUBLE TRACK EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Brecken- ridge	2nd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS	EAST WARD
				7						8	
				NRPC Daily						NRPC Daily	
	BKRT		03204		22	215.0					
			03207		23	0.0	0.0	BR BRECKENRIDGE	CTC		
						0.5	1.0	WHPETON			
	JY		03209			1.4					
			10012			0.0	1.8	WHPETON JCT.			
		4,638	10021		288	12.3	14.2	KENT			
			10028			21.3	23.2	WOLVERTON	ABS		
						28.1	30.0	COMSTOCK			
	IJXY	5,966	00675	3:31AM		42.8					
	JY	2,855	00676	3:33		21.4	44.6	MOORHEAD JCT.		A 2:10AM	
	JY		00677	3:35	220	22.3	45.5	MOORHEAD		2:07	
						23.1	46.3	FARGO JCT.		2:06	
	BIKRY		00678	3:43 s 3:47		23.4			Rule 261- 264	2:04 s 2:00	
	BJKRTXY		00679	A 3:48AM	34	0.0	46.6	FO FARGO PSGR STATION			
						0.1	46.7	FARGO YARD OFFICE		1:48AM	
	IJY					3.9					
	IJY		00683		291	3.9	50.5	JY JCT.	ABS		
						6.6	53.2	WEST FARGO			

EXCEPT WHERE RULE 261 IS IN EFFECT EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

DAKOTA DIVISION

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WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wahpeton Jct.	3rd Subdivn MAIN LINE STATIONS Office Calls	
JY		03209	23	1.4	0.0	WAHPETON JCT. 6.0	ABS
	7,162	03213		7.4	6.0	DWIGHT 6.6	
	3,764	03220		14.1	12.6	GALCHUTT 6.6	
	7,452	03227		20.6	19.2	COLFAX 6.2	
	2,350	03233		26.9	25.4	WALCOTT 7.9	
	7,131	03241		34.7	33.3	KINDRED 5.0	
A		03246		39.6	38.3	DAVENPORT 4.3	
J		03251		44.0	42.6	CHAFFEE LINE JCT. 2.5	
	7,094	03253		47.4	46.1	DURBIN 7.9	
JTY	3,789	00698		55.0	53.8	CT CASSELTON	

EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Surrey Line Jct.	4th Subdivn MAIN LINE STATIONS Office Calls	
J			24	3.3	0.0	SURREY LINE JCT. 7.6	CTC
	9,673	00709		10.5	7.6	ABSARAKA 6.0	
		00715		16.7	13.6	AYR 7.5	
				24.3			
J	10,321	00724		40.7	21.1	NOLAN 12.1	
	6,935	00736		52.8	33.2	PILLSBURY 7.4	
	9,206	00744		60.2	40.6	LIVERNE 12.7	
J	9,639	00757		73.0	53.3	HANNAFORD 13.4	
	9,717	00770		86.4	66.7	SUTTON 7.0	
		00777		93.3	73.7	GLENFIELD 6.6	
	9,693	00784	34	99.9	80.3	JUANITA 6.4	CTC
		00790		106.3	86.7	GRACE CITY 6.4	
	9,575	00796		112.7	93.1	BRANTFORD 11.6	
JT	10,498	00808		124.3	104.7	KO NEW ROCKFORD 12.5	
	9,257	00820		136.8	117.2	BREMEN 6.1	
		00827		142.9	123.3	HAMBERG 6.4	
	9,154	00833		149.5	129.7	HEIMDAL 12.4	
	9,189	00845		161.7	142.1	SELZ 15.3	
	9,796	00861		177.0	157.4	AYLMER 9.8	
	9,374	00870		186.8	167.2	GUTHRIE 12.8	
	9,331	00883	34	199.6	180.0	KARLSRUHE 12.3	CTC
	9,675	00896		211.9	192.3	SIMCOE 14.1	
J		05495		226.0	206.4	SURREY	

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Jy Jct.	5th Subdivn MAIN LINE STATIONS Office Calls	
JY		10049	34	3.9	0.0	JY JCT. 7.5	ABS
	3,559	56111		12.4	8.3	PROSPER 10.4	
JT	3,346	00707		22.9	18.7	VANCE 6.1	
	3,546	00713		28.9	24.8	MASON 3.0	
J		00716		31.9	27.8	ERIE JCT. 9.0	
JY		00724		40.7	36.8	NOLAN	

EASTWARD

BN Radio Channel No. 1 in service on these Subdivisions.

DAKOTA DIVISION

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Minot	6th Subdivn MAIN LINE STATIONS Office Calls				FIRST CLASS
				7								8
				NRPC Daily								NRPC Daily
	Y		00917	9:00AM	35	0.0	0.0	AD	MINOT		ABS	As 8:45PM
	IJRY					0.5	0.1	DT	SX	SOO TOWER		
	A					4.8	4.3			W. L. SWITCH	ABS Rule 251-254	8:31
	A					5.2	5.0			GASSMAN SWITCH		
			00930			13.8	13.5	DT		DES LACS		
	J	10,333	00939			22.8	22.3			BERTHOLD		
		9,643	00956			39.4	38.8			BLAISDELL		
			00963			46.6	45.8			PALERMO		
	JT	13,701 10,139	00970	s 9:55		54.3	53.6			STANLEY		s 7:50
		8,368	00978			61.5	60.9			ROSS	CTC	
		6,987	00990			73.5	72.9			WHITE EARTH		
		5,648	00998			81.8	80.8			TIOGA		
		13,309	01003			87.4	86.3			TEMPLE		
			01009			93.7	92.6			RAY		
		9,111	01015			99.0	97.9			WHEELLOCK		
			01020	10:40		104.2	102.9			EPPING		
										17.1		
	BKRTY		01036	As 11:00AM		121.1	120.0	DT	WN	WILLISTON	ABS Rule 251-254	6:40PM

EXCEPT ON DOUBLE TRACK OR IN CTC TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Fargo Yard Office	7th Subdivn MAIN LINE STATIONS Office Calls				FIRST CLASS
				7								8
				NRPC Daily								NRPC Daily
	BJKRTY		10049	3:48AM	220	23.5	0.0			FARGO YARD OFFICE		A 1:48AM
	JY			3:53		25.9	2.4			DAKOTA JCT.		1:45
		6,455	10053	3:58		31.9	7.0			HARWOOD		1:42
		2,617	10059			37.5	12.6			ARGUSVILLE		
		5,543	10066	4:09		44.4	19.4			GARDNER		1:32
		6,462	10072	4:14		50.6	25.7			GRANDIN		1:29
	Y	7,367	10084	4:26		62.3	37.6			HS HILLSBORO	ABS	1:17
		4,019	10092	4:33		70.1	45.4			CUMMINGS		1:11
		6,460	10098	4:38		76.1	51.4			BUXTON		1:06
		3,971	10103	4:42		81.1	56.3			REYNOLDS		1:02
		5,618	10110	4:49		88.2	63.5			THOMPSON		12:56
	IJT			4:59		98.7	74.1			F.O. SWITCH		12:46
				s 5:02 5:07			74.4			WEST GRAND FORKS		12:45 s 12:40
	IJT			A 5:08AM			74.6			D.L. SWITCH		12:32AM

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

BN Radio Channel No. 1 in service on these Subdivisions.

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Hannah Jct.	8th Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS	EAST WARD
				7						8	
				NRPC Daily						NRPC Daily	
	JY		05325	5:35AM	33	26.7	0.0	HANNAH JCT.		A 12:08AM	
		8,940	05336			38.3	11.6	11.6 NIAGARA		11:55	
			05343			44.5	17.9	6.3 PETERSBURG			
		8,883	05348	5:54		50.3	23.7	5.8 MICHIGAN		11:44	
	JRTY	8,908	05359	6:03		60.7	34.1	10.4 LAKOTA		11:35	
			05368			69.6	43.0	8.9 DOYON			
		9,837	05373	6:14		74.5	47.8	4.8 CRARY		11:23	
								10.8			
	BJKRTY		05383	s 6:29 6:32		85.3	58.6	WS DEVILS LAKE		11:13 s 11:10	
			05396	6:42		98.2	71.6	13.0 PENN		10:51	
	JTY	6,511	05402			104.2	77.6	6.0 CHURCHS FERRY			
		8,214	05414	6:58		115.7	89.0	11.4 LEEDS	ABS	10:32	
	JTY	4,540	05420			121.9	95.3	6.3 YORK			
			05426			127.8	101.3	6.0 KNOX			
			05432			133.4	106.8	5.5 PLEASANT LAKE			
	JTY	6,286	05441	s 7:38		142.4	115.8	9.0 RU RUGBY		s 10:05	
		3,586	05446			147.6	121.1	5.3 TUNBRIDGE			
		3,631	05452			153.9	127.4	6.3 BERWICK			
	JTY	8,882	05460	7:58		161.3	134.8	7.4 TOWNER		9:39	
		3,661	05468			170.0	143.6	8.8 DENBIGH			
	JTY	3,574	05481	8:18		182.0	155.7	12.1 GRANVILLE		9:19	
		3,621	05487			188.9	162.6	6.9 NORWICH			
	JY		05495	8:33		196.0	169.8	7.2 SURREY		9:07	
	BJKRTY		00911			197.9	172.1	2.3 GAVIN YARD	CTC		
	Y		00913			199.7	173.2	1.1 J. D. SWITCH			
	Y		00917	As 8:45AM		203.2	177.1	3.9 AD MINOT	ABS	9:00PM	

EXCEPT IN CTC TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

9th Subdivn BRANCH LINE STATIONS

Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Vance	
JT		00707	23	64.2	0.0	VANCE 5.0
		56305		69.0	5.0	ARTHUR 6.0
		56311		75.0	11.0	HUNTER 10.7
		56322		86.0	21.7	BLANCHARD

Rule S-225

10th Subdivn BRANCH LINE STATIONS

Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Erie Jct.	
J		00716	274	0.0	0.0	ERIE JCT. 1.6
		56402		1.4	1.6	ERIE 10.7
		56412		12.1	12.3	GALESBURG 5.7
		56418		17.5	18.0	CLIFFORD

Rule S-225

11th Subdivn BRANCH LINE STATIONS

Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Fargo	
JTX		00679	276	0.0	0.0	FARGO 10.6
Y		56611		9.5	10.6	HORACE 8.8
A		03246		18.2	19.4	DAVENPORT 6.0
		56625		24.3	25.4	WOODS 3.7
		56629		28.0	29.1	LEONARD 12.4
		56641		40.4	41.5	SHELDON 9.1
		56651		49.5	50.6	BUTTVILLE 5.7
		56656		55.2	56.3	LISBON 7.7
		56664		62.8	64.0	ELLIOTT 4.7
		56669		67.7	68.7	ENGLEVALE 7.9
		56677		75.6	76.6	VERONA 6.2
JRTY		56683		81.7	82.8	INDEPENDENCE 5.3
JRY		56688		87.0	88.1	LAMOURE 10.1
		56698		97.1	98.2	BERLIN 9.8
TY		56708		106.8	108.0	EDGELEY JCT. 14.1
		56722		121.0	122.1	JUD 7.2
		56729		128.2	129.3	ALFRED 7.2
		56737		135.4	136.5	GACKLE 10.9
T		56747		146.7	147.4	STREETER

12th Subdivn BRANCH LINE STATIONS

Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Caselton	
JTY		00698	278	0.0	0.0	CT CASSELTON 6.2
		56206		5.7	6.2	MYRA 6.5
		56212		12.3	12.7	EMBDEN 6.3
		56219		18.6	19.0	ALICE 13.7
		56232		32.2	32.7	NOME 8.5
		56241		40.7	41.2	KATHRYN 6.6
		56247		47.3	47.8	HASTINGS 5.2
		56252		52.5	53.0	LITCHVILLE 7.7
T		56260		60.3	60.7	MARION

13th Subdivn BRANCH LINE STATIONS

Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sanborn	
JTY		03312	281	0.0	0.0	SANBORN 10.0
U		57310		9.6	10.0	ROGERS 8.1
		57318		17.8	18.1	DAZEY 5.5
		57324		23.3	23.6	WALUM 3.1
JY		00757		26.4	26.7	HANNAFORD 6.1
		57406		32.5	32.8	SHEPARD 3.9
		57410		36.5	36.7	COOPERSTOWN 14.5
		57425		51.0	51.2	BINFORD

Rule S-225

14th Subdivn BRANCH LINE STATIONS

Office Calls

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Pingree	
JRTY		57521	284	0.4	0.0	PINGREE 20.5
		57620		20.5	20.5	WOODWORTH 11.4
		57632		31.9	31.9	PETTIBONE 4.8
		57637		36.7	36.7	LAKE WILLIAMS 8.4
		57645		44.7	45.1	ROBINSON 10.0
		57655		54.6	55.1	TUTTLE 14.0
		57669		68.6	69.1	WING 12.1
		57681		80.7	81.2	REGAN 5.1
		57686		85.9	86.3	STILL 6.9
T		57693		92.8	93.2	WILTON

Rule S-225

BN Radio Channel No. 1 in service on these Subdivisions.

DAKOTA DIVISION

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Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Oakes	15th Subdivn BRANCH LINE STATIONS Office Calls
JRTY		56969	283	14.8	0.0	KS OAKES
		56962		7.7	7.6	GLOVER
				0.0		
JRTY		56683	276	81.7	15.4	INDEPENDENCE

BETWEEN INDEPENDENCE AND LAMOURE DAKOTA DIVISION ELEVENTH SUBDIVISION TIMETABLE, AND SPECIAL INSTRUCTIONS GOVERN.

JRY		56688	276	87.0		LAMOURE
				48.5	20.6	
		56941	282	41.2	28.3	GRAND RAPIDS
		56933		32.6	36.8	DICKEY
		56926		26.4	43.1	ADRIAN
		56919		19.0	50.5	MONTPELIER
		56913		13.0	56.6	YPSILANTI
				0.6		
BJKRTXY		03336		0.0	69.3	JY JAMESTOWN
		57507		5.2	75.8	PARK HURST
		57513		12.2	82.8	BUCHANAN
JRTY		57521		20.1	90.7	PINGREE
		57528	280	26.6	97.2	EDMUNDS
		57535		33.4	104.0	MELVILLE
JRTUY		57544		42.5	113.1	CARRINGTON
		57522		50.8	121.4	BARLOW
JT		00808		58.5	129.1	NEW ROCKFORD
		57811		69.6	140.2	SHEYENNE
JT		57820		0.0	148.9	OBERON
		57910	286	10.2	159.2	FLORA
		57915		15.4	164.4	MADDOCK
		57928		28.1	176.6	ESMOND

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Carrington	17th Subdivn BRANCH LINE STATIONS Office Calls
JRTY		57544	285	0.0	0.0	CARRINGTON
		57707		6.7	7.1	DOVER
		57713		12.6	13.0	SYKESTON
		57719		19.6	20.0	HEATON
		57727		27.3	27.7	BOWDON
		57732		32.7	33.1	CHASELEY
		57738		37.9	38.3	HURDSFIELD
		57747		47.3	47.7	GOODRICH
		57754		53.9	54.3	DENHOFF
		57763		62.9	63.3	McCLUSKY
		57776		75.8	76.3	MERCER
T		57784		85.0	84.9	TURTLE LAKE

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Churchs Ferry	18th Subdivn BRANCH LINE STATIONS Office Calls
JTY		05402	267	0.0	0.0	CHURCHS FERRY
	2,592	58015		15.3	15.4	CANDO
U		58028		28.0	27.9	BISBEE
		58035		35.0	35.2	PERTH
		58047		47.3	47.4	ROLLA

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From McKenzie	16th Subdivn BRANCH LINE STATIONS Office Calls
JT		03419	290	0.0	0.0	McKENZIE
U		57212		11.6	11.7	MOFFITT
		57219		19.7	19.8	DANA
	2,133	57228		27.7	27.7	HAZELTON
	1,983	57237		36.7	36.7	TEMVIK
				45.3		
TY		57245	292	75.0	44.6	LINTON
	2,042	57255		65.1	54.5	STRASBURG
	1,450	57267		53.9	65.7	HAGUE
	2,087	57270		44.8	74.8	ZEELAND
		57284		36.9	81.2	GREENWAY
Y		57294		26.0	93.6	EUREKA

BN Radio Channel No. 1 in service on these Subdivisions.

WEST
WARDEAST
WARD**19th Subdiv
BRANCH LINE
STATIONS**
Office Calls

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Brecken- ridge	
BIJKRTY		03204	564	74.7	0.0	BR BRECKENRIDGE
					1.7	

BETWEEN BRECKENRIDGE AND WAPETON JCT. DAKOTA SECOND SUBDIVISION TIMETABLE, AND SPECIAL INSTRUCTIONS GOVERN.

JY		03209	75.7	1.7	WAPETON JCT.
		53291	88.6	14.0	MOORETON
		53297	94.6	20.0	BARNEY
U		53303	100.8	26.2	WYNDMERE
		53312	110.7	36.0	DE LAMERE
T		53319	116.7	42.1	MILNOR
		53322	122.3	47.6	HOVING
		53329	127.1	52.5	GWINNER
		53336	134.2	59.5	STIRUM
		53343	141.7	67.0	CRETE
BJRTY		56969	149.6	75.0	KS OAKES

C&NW TRACKAGE BETWEEN OAKES & LUDDEN JCT. BN TIMETABLE & SPECIAL INSTRUCTIONS GOVERN.

J		54932	29.5	83.1	LUDDEN JCT.
		54935	34.7	88.4	GUELPH
		54949	49.2	103.1	ELLEDALE

WEST
WARDEAST
WARD**20th Subdiv
BRANCH LINE
STATIONS**
Office Calls

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Rugby	
JTY		05441		0.0	0.0	RU RUGBY
		58213		12.5	12.8	BARTON
		58221		21.0	21.2	WILLOW CITY
U		58228		28.3	28.6	OMEMEE
		58238		37.9	38.1	BOTTINEAU
		58245		44.5	44.8	CARBURY
		58251		50.9	51.1	SOURIS
		58256		56.3	56.6	ROTH
		58262		61.5	61.7	LANDA
		58267		67.0	67.2	WESTHOPE
T		58280		80.5	80.2	ANTLER

WEST
WARDEAST
WARD**21st Subdiv
BRANCH LINE
STATIONS**
Office Calls

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Towner	
JTY		05460		0.0	0.0	TOWNER
		58322		22.0	22.1	UPHAM
		58335		34.8	34.8	NEUBURG

**22nd Subdiv
BRANCH LINE
STATIONS**
Office Calls

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Granville	
JTY		05481		0.0	0.0	GRANVILLE
		58413		12.9	13.0	DEERING
		58424		24.3	24.5	GLENBURN
U		58435		35.1	35.3	LANSFORD
		58446		46.2	46.4	MOHALL
T		58461		61.6	61.7	SHERWOOD

**23rd Subdiv
BRANCH LINE
STATIONS**
Office Calls

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Berthold	
JY	1,913	00939		0.0	0.0	BERTHOLD
		58620		20.4	20.5	COULEE
		58627		27.2	27.5	KENASTON
JRTY	1,703	58634		33.9	34.2	NOBE
		58641		40.6	40.9	COTEAU
		58655		54.8	55.1	LIGNITE
JR		58657		57.0	57.2	LIGNITE JCT.
Y		58665		64.5	65.2	KINCAID
Y	5,737	58668		68.4	68.6	LARSON
Y		58675		75.3	75.5	NOONAN
BRTY		58688		89.5	88.7	CROSBY

**24th Subdiv
BRANCH LINE
STATIONS**
Office Calls

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Niobe	
JRTY		58634		0.0	0.0	NOBE
A		58708		8.0	8.3	BOWBELLS
Y		58721		20.8	21.1	NORTHGATE
J		58723		21.5	21.7	BOUNDARY LINE

BN Radio Channel No. 1 in service on these Subdivisions.

DAKOTA DIVISION

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WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Stanley	25th Subdivn BRANCH LINE STATIONS Office Calls	
	JT		00970	265	0.0	0.0	STANLEY	Rule S-225
			58812		11.7	13.2	LOSTWOOD	
			58825		24.6	26.0	POWER'S LAKE	
			58832		31.7	33.1	BATTLEVIEW	
			58838		38.0	39.5	MCGREGOR	
			58850		50.4	51.8	WILDROSE	
			58864		64.3	65.7	ALAMO	
			58870		69.8	71.2	APPAM	
			58875		74.6	76.0	ZAHL	
	T		58887		87.1	88.0	GRENNORA	

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Lakota	27th Subdivn BRANCH LINE STATIONS Office Calls	
	JTY		05359	279	0.0	0.0	LAKOTA	Rule S-225
			55812		12.0	12.4	BROCKET	
			55818		17.3	18.7	LAWTON	
			55827		27.0	27.2	EDMORE	
			55840		39.7	40.1	HAMPDEN	
			55852		52.1	52.4	MUNICH	
			55860		59.5	59.9	CLYDE	
			55866		65.5	65.8	CALVIN	
	T		55872		73.0	73.2	SARLES	

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Nolan	26th Subdivn BRANCH LINE STATIONS Office Calls	
	J		00724	24	24.3	0.0	NOLAN	Rule S-225
			57002		25.7	1.6	PAGE	
			57009		32.8	8.7	COLGATE	
			57015		39.2	15.0	HOPE	
			57024		48.4	24.3	PICKERT	
			57029		53.3	29.3	FINLEY	
			57036		59.8	35.8	SHARON	
			57043		66.9	42.9	ANETA	
			57048		71.9	47.8	KLOTEN	
			57054		77.8	53.8	McVILLE	
			57061		85.1	61.1	PEKIN	
			57067		90.9	66.9	TOLNA	
			57080		103.7	79.6	WARWICK	

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Devils Lake	28th Subdivn BRANCH LINE STATIONS Office Calls	
	BJKRTUY		05383	275	0.0	0.0	WS DEVILS LAKE	Rule S-225
			55912		11.8	12.1	WEBSTER	
			55924		23.4	24.0	STARKWEATHER	
	U		55939		39.4	39.7	OLMSTEAD	
			55953		53.0	53.2	ROCK LAKE	
	T		55966		66.6	66.0	HANSBORO	

BN Radio Channel No. 1 in service on these Subdivisions.

LINE SEGMENT NUMBERS

YARD SEGMENT NUMBERS

Line Segment	Yard	Mileposts
287	Jamestown—State Hospital	40.2 to 38.3
468	Gavin Yard	
560	Dilworth	
561	Fargo	
564	Breckenridge	
565	Minot Yard	
566	Jamestown	
569	Wahpeton (EX- Milw)	

BALLAST PITS

Line Segment	Limits
583	Lisbon
584	Minot
585	Sheyenne

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
23	Vance—Amenia	62.1 to 64.2
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
274	Portland—Portland Jct.	27.6 to 32.5
277	Edgeley Jct.—Edgeley	0.0 to 1.6
280	Oberon—Minnewauken	78.3 to 89.6
289	Addison—Chaffee	0.0 to 12.0
291	Fargo—Dakota Jct.	4.2 to 5.6

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision				8th Subdivision			
00692 Norpak	2.4 miles west of Mapleton	20	East	05353 Mapes	4.7 miles west of Michigan	43	Both
00695 Dalrymple	5.3 miles west of Mapleton	37	West	05378 Keith	5.6 miles west of Crary	21	Both
03270 Wheatland	6.5 miles west of Casselton	23	East	58114 Wolford	14.0 miles west of York	32	Both
03290 Oriska	2.8 miles west of Koldok	45	Both	00912 Swenson	2.4 miles west of Surrey	139	East
03301 Valley City Freight	5.1 miles east of Berea	Yard	Both	58515 Tatman	15.8 miles west of J. D. Switch	182	East
03321 Urbana	3.9 miles west of Eckelson	55	East	11th Subdivision			
03326 Ladish Spur	0.2 miles west of Spiritwood	Yard	East	56657 Lisbon Pit	1.0 mile west of Lisbon	42	East
03339 Klose Elevator	1.7 miles west of Jamestown	65	Both	56710 Edgeley	1.6 miles west of Edgeley Jct.	40	Both
03380 Tappen	3.1 miles west of Ladoga	46	Both	15th Subdivision			
2nd Subdivision				57812 Sheyenne Pit	1.0 mile west of Sheyenne	91	East
Mindak Coop Beet Spur	4.0 miles west of Wahpeton Jct.	142	East	57831 Minnewauken	10.8 miles west of Oberon	50	Both
Froedtert Malting	4.9 miles west of Wahpeton Jct.	160	West	16th Subdivision			
10007 Brushvale	7.4 miles west of Wahpeton Jct.	22	Both	57217 Sultz Spur	2.9 miles east of Dana	5	East
10033 Rustad	5.1 miles west of Comstock	35	Both	17th Subdivision			
3rd Subdivision				57769 Picardville	6.1 miles west of McClusky	12	East
03250 Addison	3.8 miles west of Davenport	33	Both	19th Subdivision			
56507 Lynchburg	7.2 miles west of Chaffee Line Jct.	26	Both	58206 Leverich	6.3 miles west of Rugby	10	Both
56512 Chaffee	11.6 miles west of Chaffee Line Jct.	10	Both	58273 Kuroki	6.2 miles west of Westhope	20	Both
4th Subdivision				21st Subdivision			
00750 Karnak	6.3 miles west of Luverne	40	East	58314 Bantry	14.0 miles west of Towner	28	Both
00815 Munster	6.8 miles west of New Rockford	30	East	22nd Subdivision			
00839 Wellsburg	6.1 miles west of Heimdahl	46	East	58418 Wolseth	4.9 miles west of Deering	14	Both
00902 Genoa	6.4 miles west of Simcoe	38	East	58430 Forfar	5.2 miles west of Glenburn	13	East
5th Subdivision				58454 Lorain	7.8 miles west of Mohall	14	Both
NSP Co. Spur	1.9 miles west of Jy Jct.	1	East	23rd Subdivision			
00705 Amenia	2.1 miles east of Vance	50	Both	58607 Hartland	6.2 miles west of Berthold	21	Both
6th Subdivision				58654 TXL Track	13.2 miles west of Coteau	33	Both
00934 Lonetree	4.1 miles west of Des Lacs	38	Both	58663 Stampede	5.9 miles west of Lignite Jct.	34	Both
7th Subdivision				25th Subdivision			
10078 Kelso	6.1 miles west of Grandin	32	Both	58818 Lunds Valley	6.3 miles west of Lostwood	24	Both
10086 Redco Spur	1.75 miles west of Hillsboro	81	West	58844 Hamlet	7.9 miles west of McGregor	25	Both
10088 Taft	3.7 miles west of Hillsboro	26	East	26th Subdivision			
10104 Tri-Dees Potato Whse.	0.8 mile west of Reynolds	8	East	57073 Hamar	6.3 miles west of Tolna	31	Both
10115 Merrifield	4.9 miles west of Thompson	39	Both	28th Subdivision			
10118 Flaate	7.8 miles west of Thompson	13	Both	55917 Garske	5.2 miles west of Webster	21	Both
10120 Prairie Sub Station	8.8 miles west of Thompson	10	East	55929 St. Joe	4.8 miles west of Starkweather	14	Both
				55946 Crocus	6.6 miles west of Olmstead	27	Both

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Freight trains up to 100 Tons/OB*	60 MPH
Freight trains over 100 Tons/OB*	50 MPH

*Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Unless otherwise provided—

Loaded unit ore, ballast and potash trains	40 MPH
Loaded unit coal and grain trains	45 MPH
Empty unit coal trains	50 MPH
Engines running light or with caboose only	50 MPH

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise	12 MPH
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When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

	Psg. Trains	Frt. Trains
Zero degrees to 10 below zero	65 MPH	50 MPH
11 degrees below zero and colder	60 MPH	45 MPH

	Main Line	Branch Line
Equipment		
Ore cars	45 MPH	20 MPH
Scale test cars EXCEPT WO 3, 4, 5, BN 979019, 979020, 979021, SLSF 99161 and FWD S780	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Wedge plow or dozer (dead in tow)	35 MPH	20 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	15 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH

Except on Main Lines as shown in timetables, diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

Maximum Speed—

Locomotives with friction bearings	35 MPH
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1A. Control of Harmonic Rocking—

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or bulletin, the following restrictions will apply:

Trains, other than unit coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

2. Restrictions on Diesel Units—

The number of diesel units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating diesel units on head end of train exceed 18 powered axles, Individual Subdivision Special Instructions or bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in Individual Subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed not less than 5 cars or more than 15 cars behind the lead units.

Diesel units not equipped with alignment control couplers when dead in tow in freight trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine.

Exception—Trains of 5 cars or less may handle not more than three such diesel units coupled dead in tow to the working consist.

When an engine consist of more than 3 units in service includes diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

Diesel units NOT equipped with alignment control couplers:

All switcher units

Road and road switcher diesel units: 600, 775, 833, 1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1955-1962, 1964-1980, 6000-6059, 6070-6089, 6100-6206, 6215-6237

3. Manned Helper Operations—

Locomotives not equipped with alignment control couplers (See Item 2) must not be operated in manned helper consists unless equipped with bolster stops.

The following units, not equipped with alignment control couplers, are equipped with bolster stops:

600, 775, 833, 1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1968-1980, 1990-1997

Exception—Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotive units including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

When cars listed in first sentence of Item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles.

Head end consists in helper trains which are unit coal trains, equipped entirely with Type E or F couplers cast in Grade E steel, may have up to thirty-six powered axles. Helpers up to twenty-four powered axles may shove on the rear of such trains except that helpers with twenty-four powered axles must be cut in ahead of caboose.

Note—The following 100-ton coal cars are not equipped with Grade E steel, type E or F couplers:

BN 513900-513999 (GN 70400-70499)

BN 514100-514199 (NP 73600-73699)
 BN 514300-514499 (CBQ 160000-160199)
 BN 520000-520599 (NP 73000-73599)
 BN 520658-520699 (NP 74958-74999)
 BN 522000-522699
 BN 523000-523399
 BN 524000-525299 (CBQ 160200-161499)
 BN 540000-540210 (CBQ 163000-163209)

Helpers of more than twelve powered axles must be cut into train. Dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

Exceptions to Item 3—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

3A. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Unit Numbers	Weight (000)
A	SW-1	70, 80-97.	198-200
B	SW-1 NW-5 GP-5 GP-7 GP-9 GP-18	102. 987-995. 1350-1365. 1553-1555, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623, 1670, 1671, 1673. 600-602, 1723-1760, 1808-1830, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980. 1991-1997.	216-260
C	SW-8 SW-900 SW-12 SW-7 SW-9 SW-10 NW-2 F-9	98, 99, 101. 100. 106, 162-166, 170-259. 75-79, 108-134, 137-142. 146-161, 167-169, 260-269. 375-394, 427-449, 574-585. 400-406, 410-425, 488-498, 517-573, 586-595. 775, 833.	232-251
D	NW-12 SW-7 NW-2 GP-7	1, 5, 14, 19. 135, 136, 143-145. 451-487, 500-516. 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1589, 1591, 1593-1595, 1598-1602, 1604, 1605, 1608, 1611, 1613, 1617, 1618, 1622, 1626-1640.	243-262

Group	Types	Unit Numbers	Weight (000)
D	GP-9 SW-7 MP-15	1761-1807, 1886, 1890, 1959, 1965, 1970. 107. 1000-1004.	243-262
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9 GP-20 GP-38 GP-38-2 GP-30 GP-35 GP-39-2 GP-40 U-28B U-30B B-30-7 GP-40-2 GP-50 B-30-7A	20-65. 300-324. 1375-1399. 1400-1438. 1700-1722, 1831-1883, 1892-1901, 1973-1978. 2001-2071. 2072-2077, 2110-2138, 2600. 2078-2109, 2150-2154, 2255-2369, 2601. 2200-2254. 2500-2545, 2550-2582. 2700-2739. 3000-3039. 5450-5459. 5470-5484, 5770-5799. 5485-5492. 3040-3064. 3100-3109. 4000-4052.	255-276
F	SD-7	6048-6059.	297-298
G	SD-7 SD-9	6023-6047, 6070-6089. 6127-6206, 6215-6237.	316-326
H	SD-7 SD-9 SD-24 E-9	6000-6022. 6100-6126. 6240-6255. 9900-9925.	330-347
I	C-30-7 U-23C U-30C U-33C SD-40 SD-40-2 SD-45 F-45 SD-38-2	5000-5141, 5500-5599. 5200-5208. 4500, 5300-5394, 5396-5399, 5800-5944. 5700-5765. 6300-6324, 6335-6347, 6394-6399. 6325-6334, 6348-6385, 6700-8181. 6400-6599, 6650-6696. 6600-6645. 6260-6263.	369-423

4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher:

Outfit cars
 Scale test cars (next ahead of caboose) **EXCEPT** WO-3, 4, 5, BN 979019, 979020, 979021, SLSF 99161, FWD S780.
 Pile drivers
 Locomotive cranes
 Rotary snowplows, wedge plows, dozers
 Jordan spreaders
 Former FRISCO or SLSF empty ribbon rail cars
 Rear end only cars.

Handling 80 Foot or Longer Cars—

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special

Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80 foot or longer loaded cars must be regarded the same as an 80 foot or longer empty car:

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

Exception—Trains consisting entirely of cars 80 foot and longer, except cabooses, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

5. Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

6. Dimensional and Special Shipment Restrictions—

- a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 900.
- d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.
- e. Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the dispatcher or proper safeguards taken.
- g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. 8 in. wide loads.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. wide loads.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 4 in. wide loads.
GOLF	LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 8 in. wide loads.
HOTEL	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.
JULIET	When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.
KILOGRAM	Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5

CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 11 ft. 6 in. wide loads.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. wide loads.

CODE	RESTRICTION APPLICABLE
	MPH, keeping train under close observation on curved part of adjacent tracks.
LIMA	Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
MIKE	Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent curved tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching if necessary.
NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
QUEBEC	Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
SANDWICH	The above restrictions apply to load/loads of wire mesh that is/are securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
TANGO	Due to extreme high valuation arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
UNIFORM	Shipment urgently required at destination. See given best possible handling consistent with safety and restrictions. See not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces, train and engine crews handling.

7. Train Inspection and Failed Equipment Detector Instructions—

Except in emergency, radios must not be used while train is within 150 feet of failed equipment detector and/or until entire message is received from that detector site.

Conductors of freight trains will determine when train is required to reduce speed or stop to afford proper inspection when:

- Conditions restrict visibility to the point that proper running inspection cannot be made.
- Notified that a failed equipment detector is out of service.
- Failed equipment detector may be ineffective account blowing snow.

Inspection intervals must not exceed 35 miles which includes those made by crew or employees on the ground.

Crews will inspect train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

The location of failed equipment detectors which protect bridges, tunnels or other structures is shown under Individual Subdivision Special Instructions.

When notified a failed equipment detector is out of service, the requirements of operating rules or instructions will be suspended for the defective equipment indicator associated with such failed equipment detector.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to AVP Engineering, St. Paul. Dispatchers will arrange inspection of the detector by the signal maintainer in all such instances and notify the communication and signal supervisors and the superintendent of signals.

Failed Equipment Wayside Display—

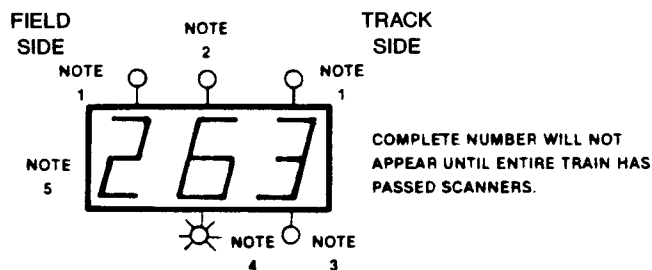
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise dispatcher reason for delay by first available means of communication.

FAILED EQUIPMENT DISPLAY AS VIEWED FROM PASSING TRAIN



Note 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated, and on left side when left light is illuminated.

Note 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected.

Note 4—Flashing train inspection light. When flashing, train is being checked for hot bearing and dragging equipment. After rear of train has passed, if train inspection light is not flashing while numbers are displayed, stop and inspect train.

Note 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least eight (8) axles both directions from indicated number.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on failed equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

Failed Equipment Radio Reporter—

Failed Equipment detectors at locations shown under Individual Subdivision Special Instructions convey information to train crews by Burlington Northern radio.

Each radio message from these devices will contain the site identification such as: "Burlington Northern (Town, State)".

A four second warning tone is issued immediately upon each defect detected.

This type of device must be monitored by the train crew and they must be governed by the information conveyed immediately after the train has passed.

Detector Status Message	Train Crew Response
" . . . No defects"	Proceed
" . . . Integrity failure"	Stop train for inspection
" . . . First hot box right side XXX"	Stop train for inspection near indicated axle
" . . . First dragging equipment near axle XXX"	Stop train for inspection near indicated axle
" . . . First hot wheel near axle XXX"	Stop train for inspection near indicated axle
" . . . (No detector status message)"	Stop train for inspection*

Detector status messages may describe more than one defect such as:

- " . . . First hot box left and right side XXX"
- " . . . First hot wheel near axle XXX"
- " . . . Second hot box right side XXX"
- " . . . Third hot box left side XXX"

All detector status messages will be repeated in order of detection.

XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least eight (8) axles both directions from indicated number.

*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

When failed equipment is indicated, train crew must stop train for inspection and advise dispatcher reason for delay by first available means of communication.

Failed Equipment Alarm Indicator—

Alarm Indicator Assembly employing radio for defect location.

This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

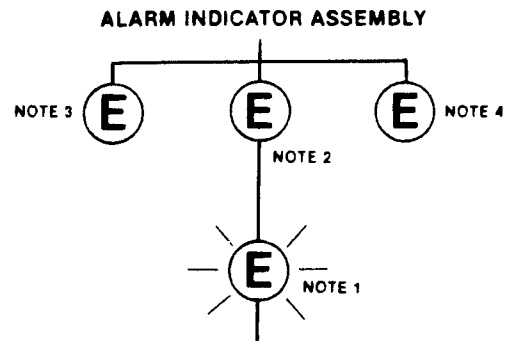
Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond Failed Equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated, engine crew must be notified to stop train for inspection. A walking inspection must be made of both

sides of entire train and also a walking inspection must be made if there is evidence of dragging equipment. Advise dispatcher reason for delay by first available means of communication.

Rules 501S and 501T are in effect.



Note 1—Failed equipment indicator light. When illuminated continuously or when not illuminated, stop train and inspect for hot bearing or dragging equipment. When flashing, no defect has been detected.

Note 2—Dragging equipment indicator light. When illuminated, stop train and inspect for dragging equipment.

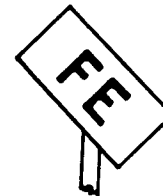
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

Note 4—Right hot bearing indicator light. When illuminated, defect is on right side of train.

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

FAILED EQUIPMENT SIGN—



Failed Equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

8. Storage of Cars Within Yard Limits Non-ABS Territory—

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move as required in Rule 93.

9. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Individual Subdivision Special Instructions.

10. Commodities Insulating Track in CTC and ABS—

Employees should be alert for insulating commodities such as clay, chips, oil, etc., getting on top of rails. This condition could possibly insulate the track, and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

11. Rules Changes and Modifications—

The first paragraph of Consolidated Code Rule 271(A) is changed to read as follows:

271(A). Track and time limits per Rule 271 may be issued to Maintenance of Way employees or equipment only when they are to work in the same or overlapping limits with train(s) or engine(s) which must also be authorized by track and time limits.

Consolidated Code of Operating Rule 718 and BN Safety Rule 592 are modified to read:

Whenever passengers or employees are injured, everything possible must be done to care for them properly. If they are able to be moved, they should receive care from the nearest Company physician. If the case is urgent, they should be taken to the nearest medical facility or qualified physician (M.D.) for treatment.

BN Safety Rule 597 is changed to read:

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

12. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338, are in effect. Employees whose duties are in any way affected by these rules must have a current copy of this book available while on duty.

13. Automatic Cab Signals—

Cab signals on any engine unit, so equipped, must not be used on any other portion of Burlington Northern except on suburban equipment only on Chicago Division, First Subdivision.

14. Helper Behind Caboose—

When necessary to use helper consist to assist a train, employees must not ride in or on caboose trained ahead of helper consist.

15. Hazardous Materials—

Employees governed by the Consolidated Code of Operating Rules must have BN Form 15907 3/82, Instructions For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

The following will apply when handling cars containing hazardous materials: Except in a humping operation, tank cars, or blocks containing tank cars loaded with flammable gas, non-flammable gas or chlorine, must not be cut off while in motion (kicked), or coupled into with more force than is necessary to complete the coupling. No car moving under its own momentum shall be allowed to strike any of these cars. In humping operation these cars may be allowed to roll free provided:

- a. The designated track contains one or more standing cars.
- b. The preceding car is in the clear on its designated track.
- c. They are cut off singly.
- d. It is in the clear on its designated track before the next car is cut off.
- e. The first car following such car onto that track is moving singly.

MINNESOTA DIVISION

(Coon Creek to Dilworth)

FIRST SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Coon Creek and Dilworth	75 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.
Loaded ore, clay, potash and ballast trains		40 MPH.
Loaded unit grain trains—C6 hoppers and loaded unit coal trains		45 MPH.
Westward track between MP 74.0 and MP 74.3	40 MPH.	40 MPH.
Except all loaded unit trains		25 MPH.
Eastward track between MP 74.3 and MP 74.0	40 MPH.	40 MPH.
Except all loaded unit trains		25 MPH.
Eastward track between MP 74.0 and MP 73.0	75 MPH.	60 MPH.
Between Elk River and Princeton		10 MPH.
Little Falls and Camp Ripley Jct.		25 MPH.
Handling loaded C-6 hoppers between Little Falls and Camp Ripley Jct.		10 MPH.
Bridge 106—Little Falls (between Little Falls and Camp Ripley Jct.)		10 MPH.
All Trains—		
Through No. 20 turnouts at Coon Creek, east and west crossover switches and main line switch to NSP Spur track at Becker, at Gregory, Philbrook, end of double track Interstate, and at west end of material yard lead in west end of Northtown receiving yard		35 MPH.
Through No. 16 turnouts at East and west switches, Little Falls, Darling, Randall, Lincoln		30 MPH.
Between main line switch and 1.6 miles beyond main line switch on NSP Spur on approach track to car dumper building		25 MPH.
Becker—From 1.6 miles beyond main line switch to leaving switch of loop track		12 MPH.
Clear Lake—On siding		10 MPH.
Little Falls—On controlled siding between MP 107 and east switch of siding		20 MPH.
Between Little Falls and Philbrook—Due to harmonic rocking action of cars all trains which cannot maintain speed of 21 MPH when using CTC sidings at Little Falls, Darling, Randall, and Lincoln must reduce speed to not exceed 13 MPH until movement can again exceed 21 MPH.		
Detroit Lakes over Lake Street and Washington Avenue crossings		50 MPH.
Detroit Lakes over Soo Line diamond		40 MPH.

Head end speed restrictions for Westbound freight trains:	Up to 100 tons/OB	Over 100 tons/OB
On Eastward track at signal 101.5 between Royalton and Gregory		45 MPH.
Signal 104.7 between Gregory and Little Falls	40 MPH.	30 MPH.
Signal 125.1 between Randall and Lincoln	50 MPH.	45 MPH.
Signal 132.5 between Lincoln and Philbrook	55 MPH.	45 MPH.

Head end speed restrictions for Eastbound freight trains:	Up to 100 tons/OB	Over 100 tons/OB
Signal 223.6 between Manitoba Jct. and Lake Park	55 MPH.	45 MPH.
Signal 148.6 between Aldrich and Staples	35 MPH.	26 MPH.
Eastward Home Signal at MP 140.17 on South Main at Staples	15 MPH.	10 MPH.
Signal 120.4 between Lincoln and Randall	55 MPH.	45 MPH.
Signal 106.0 East end Little Falls	10 MPH.	10 MPH.
Signal 104.8 between Little Falls and Gregory	55 MPH.	45 MPH.
Eastward approach signal 41.2 at Elk River	55 MPH.	
Eastward approach signal 23.0 at Coon Creek	55 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—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft. except cars exceeding 263,000 lbs. may not operate Elk River to Princeton.

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate, except between Elk River and Princeton.

Diesel units heavier than Group E not permitted on following tracks:

Elk River to Princeton	
Anoka	Howard Lumber (LH T.O.)
Anoka	Anoka Electric (RH T.O.)
Anoka	Rum River Lumber (LH T.O.)
Royalton	South Spur
Royalton	Elevator Track
Little Falls	Track 3, 4 and 8
Little Falls	All Spur Tracks
Randall	House Track
Randall	Spur Track
Lincoln	House Track
Staples	TexGas Spur
Staples	Lampert Spur
Staples	House Track
Staples	North Team Track
Staples	South Team Track
Aldrich	House Track
Verndale	Tomlinson Spur
Verndale	House Track
Wadena	North Track
Wadena	House Track
Wadena	Oil Spur
New York Mills	North Elevator Track
New York Mills	South Elevator Track
Perham	House Track
Perham	Tuffy's
Perham	Land-O-Lakes Creamery
Frazee	Elevator Spur
Detroit Lakes	Oil Spur
Detroit Lakes	City Spur
Detroit Lakes	North Elevator Track
Audubon	Elevator Track

Lake Park Run-A-Round Track
 Lake Park Elevator Tracks

Between Little Falls and Camp Ripley Jct.—

Diesel units heavier than Group G not permitted.

Diesel units heavier than Group E not permitted on following tracks:

Belle Prairie Storage Track
 Camp Ripley Storage Track including the wye

89 foot long bulkhead flat cars loaded to 263,000 lbs. may be coupled together and handled in trains with the following restrictions:

The car adjacent to such flat car or block of such flat cars must not exceed 177,000 lbs. The engine must be separated from such car. Handle these cars in a block without uncoupling within the combined block except in an emergency or bad order situation.

3. Train Register Exceptions—

Dilworth—Passenger trains register by register ticket.

4. Clearance Provisions and Exceptions Rule 83(B)—

Coon Creek—Rule 83(B) does not apply for Westward Extra trains if train order signal indicates proceed.

Staples—All trains will require clearance.

Manitoba Jct., Glyndon and Wadena—Rule 83(B) does not apply.

Wadena—Trains from the Twentieth Subdivision must obtain verbal authority from the train dispatcher through the operator at Staples or Wadena before entering First Subdivision.

Manitoba Jct., Glyndon—Trains from the Wisconsin Division Fourteenth Subdivision and trains from the Wisconsin Division Fifteenth Subdivision must obtain verbal authority from the train dispatcher through the operator at Dilworth before entering Minnesota First Subdivision.

Dilworth—Rule 83(B) does not apply to eastward passenger trains.

In CTC Territory—Rule 83(B) will not apply at intermediate stations when so authorized by train dispatcher.

5. **Rule 99**—When flagging is required distance will be 2.5 miles, except between Elk River and Princeton and Little Falls and Camp Ripley Jct. Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1/2 mile.

6. **Sidings**—Loaded unit coal and potash trains will not use sidings except may use sidings in CTC territory and Eastward siding Wadena, Eastward siding Clear Lake, and Westward siding Becker.

In CTC territory the following switches to spur track off siding are not equipped with electric locks and Rule 268(A) applies: Little Falls, Randall, Lincoln.

Staples—Trains containing 35 or more loads of coal can use only yard tracks 1 through 4.

Wadena—The track south of the eastward track, between the connection to the eastward track and the first crossover to the eastward track, is designated as eastward siding.

7. **Sartell**—Eastward trains using the east switch of the eastward siding for switching, will leave their train west of the crossing signal restart sign located approximately 900 feet west of the east switch.

8. **Little Falls**—A city ordinance prohibits blocking any street crossing for longer than 10 minutes, with particular emphasis on Broadway Street crossing (Highway No. 10).

Engineers of eastward extra 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 proceeding train has been allowed to clear the crossing.

Track No. 7 will be used for run around track. Track No. 8 will be used for storage. 200 feet of east end and west end of track No. 8 will be kept clear of cars, so this portion of track No. 8 can be used by switch crew for switching.

9. **Staples**—A city ordinance prohibits blocking any street crossing for longer than 10 minutes. Eastward and westward extra trains will stop their trains sufficient distance from Sixth Street crossing and Seventh Street crossing to insure crossing will not be blocked. Extra 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.

10. **Richards Spur**—Close clearance at loading chute on both spur tracks.

Trains or engines crossing over from eastward track to westward track must wait 10 minutes instead of 5 minutes as provided by Rule 513.

11. **Manitoba Jct.**—If signal governing movement from Wisconsin Fourteenth Subdivision to Minnesota First Subdivision indicates proceed, movement may be made without flag protection. If signal indicates "Stop" movement must be made under flag protection against westward first class trains.

12. **Glyndon**—Trains moving from Minnesota First Subdivision to Wisconsin Fifteenth Subdivision must stop within 50 feet of Highway 10 crossing north of Glyndon to activate highway protection.

At Glyndon, trains entering the Minnesota First Subdivision from the Wisconsin Fifteenth 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 Wisconsin Fifteenth Subdivision switch to the Minnesota First Subdivision and proceed.

13. **Becker**—Remote controlled interlocking supervised and controlled by train dispatcher at Mpls.

East and west crossover switches and main line switch to NSP spur track are dual control switches.

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 facing point movements which indicates lunar when switch is properly lined for facing point movement and red when switch is not properly lined.

The following signals are located to left of track which they govern:

Moving eastward on westward track signal 59.8.

Moving eastward on westward track home signal at Becker interlocking.

Moving westward on eastward track signal 54.7.

Moving westward on eastward track home signal at Becker interlocking.

14. **Roll by Inspection**—

Both sides of all freight trains at Staples will be made at track speed, at all other locations inspection will be made at speeds not exceeding 10 MPH, by train crews at their initial station.

Prior to entering this Subdivision from branch and detour lines, all train crews including foreign line detoured trains must make roll by inspection of both sides of their train.

15. **Failed Equipment Detectors Protecting Bridges, Tunnels or other Structures**—None.

Other Failed Equipment Detectors located at—

MP 33.8 Eastward and Westward Tracks.

MP 43.8 Eastward Track.

MP 60.4 Eastward Track.

MP 66.8	Westward Track.
MP 84.6	Eastward Track.
MP 90.7	Westward Track.
MP 108.5	Eastward and Westward movement.
MP 122.8	Eastward and Westward movement.
MP 174.1	Eastward and Westward movement.
MP 194.4	Eastward Track.
MP 203.1	Westward Track.
MP 226.2	Eastward and Westward Tracks.

MINNESOTA DIVISION

(Lyndale Jct. to Breckenridge)

SECOND SUBDIVISION**1. Speed Restrictions—****Zone—Between Maximum Speeds Permitted**

Lyndale Jct. and Bridge 13.9 40 MPH.

Bridge 13.9 and Wayzata 50 MPH.

Loaded unit coal and C6 hopper grain trains 45 MPH.

Loaded unit ore, clay, potash and ballast trains 40 MPH.

Trains or engines through No. 20 turnouts at following locations 35 MPH.

End of double track, Wayzata.

East and west crossover switches at Wayzata.

East switch of sidings at Wayzata, Darwin,

Litchfield, and Benson.

West switch of sidings at Wayzata and Campbell.

East and west switches of sidings at Delano,

Howard Lake, Cokato, Dassel, Atwater,

Kerkhoven, Morris, Donnelly, and Norcross.

End of two main tracks at MP 98 and MP 105.

Crossover just west of stockyards at Wilmar and

east crossover switch at Benson.

East switch at Breckenridge.

Head end speed restrictions for Westbound freight trains:

Westward control signal at MP 192.34 at east end of controlled siding at Tintah 55 MPH.

Signal 99.5 on south main track between Kandiyohi and Willmar 50 MPH.

Head end speed restrictions for Eastbound freight trains:

Eastward control signal at MP 193.93 at west end of controlled siding at Tintah 55 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

Diesel units heavier than Group E not permitted on following tracks:

Mpls. (Lyndale Jct.

to Wayzata) ML 5 between Holden St. &

Washington Ave.

Mpls. (Lyndale Jct. to Wayzata) Hopkins Line

Pennock Midland Coop Spur

3. Train Register Exceptions—**Lyndale Jct.**—Trains will register when directed by train order.**Morris**—Register for trains originating or terminating.**Breckenridge**—Extra passenger trains register by register ticket at passenger station. Other trains register at yard office.**4. Clearance Provisions and Exceptions Rule 83(B)—****Wayzata, Lyndale Jct.**—Rule 83(B) does not apply.**Willmar**—All trains must obtain a clearance.**Breckenridge**—Westward Fourteenth Subdivision trains will require Soo Line clearance at Breckenridge and will not require a clearance at Aberdeen Line Jct.**In CTC Territory**—Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.**5. Rule 99**—When flagging is required, distances will be 2.5 miles.**6. Speed Test Boards—**

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

Westward trains between MP 18.75 and MP 19.75 five miles east of Wayzata.

Eastward trains between MP 87 and MP 86 two miles west of Grove City.

Westward trains between MP 110 and MP 111 one mile west of Pennock.

Eastward trains between MP 205 and MP 204 two miles east of Doran.

7. Automatic Interlockings not Indicated at Station—

Soo Line crossing 2.17 miles west of Tintah.

8. Instructions Governing Operation of Train and Engines within CTC—

Two main tracks known as NORTH MAIN and SOUTH MAIN extends between MP 98 and MP 105.

9. The Following Signals are Located to the Left of the Track which They Govern—

Eastward on North Main Track—Signal 99.4.

Westward on South Main Track—Signal 99.5.

Benson—Double crossover at MP 132 for westward movements from main track to controlled siding and for eastward movements from controlled siding to main track.**Morris**—Eastward governing absolute signal on main track at east end of siding.**10. Main Track Switch not Equipped with Electric Lock—****Maple Plain**—Paper Products spur. Rule 268(A) applies.**Atwater**—Jennie-O-Foods spur. Rule 268(A) applies.**11. Sidings**—Loaded unit coal trains and potash trains not permitted to use siding at Cokato.**12. Lyndale Jct.**—Eastward freight trains having cars to set out at this point will stop before passing eastward absolute signal to make setout.**13. The following crossings must be protected by flagman:****Campbell**—On house track over state aid road No. 11 just west of depot.**Donnelly**—On industry track over Fourth Street crossing.**Waverly**—Over Fourth Street crossing.**14. Minneapolis Terminal Area**—City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.**15. Litchfield**—Hays Derail—Hand operated without switch stand on Land O'Lakes industry track 40 feet east of Swift Avenue crossing. Train crews must notify train dispatcher when cars are spotted at extreme east door at Land O'Lakes, as cars spotted this location will foul house track. Train dispatcher must then protect with train order.**16. Maple Plain**—Normal position of switch leading into spur No. 2 will be lined for spur No. 2.

17. Benson—

The Twelfth subdivision switch when lined for Twelfth subdivision will display red target on non-controlled siding.

18. Roll by Inspection—

Both sides of all freight trains inspection will be made at speeds not exceeding 10 MPH, by train crews at their initial station.

Prior to entering this subdivision from branch and detour lines, all train crews including foreign line detoured trains must make roll by inspection of both sides of their train.

MINNESOTA DIVISION

(Willmar to Sioux City)

THIRD SUBDIVISION**1. Speed Restrictions—
Zone—Between****Maximum Speeds Permitted**

Willmar and Sioux City	49 MPH.
Willmar and Granite Falls, MP 0 to MP 33.5	30 MPH.
Granite Falls and Marshall, MP 33.5 to MP 53	45 MPH.
Russell and Pipestone, MP 79.5 to MP 100	30 MPH.
Alvord and Sioux Center, MP 163 to MP 170.1	45 MPH.
Loaded unit trains between Willmar & Sioux City	45 MPH.

Item 1A, All Subdivisions, applies between MP 0 and MP 34, between MP 120 and MP 142 and between MP 158 and MP 222.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted on following tracks:

Pipestone House track, Rock Island Track and Former Milwaukee Tracks
Sioux City Rip Tracks 1, 2, 3
Sioux City Terminal Elevator Tracks 2, 3, 4
Sioux City FUGTA Tracks 7, 8, 9

Between Willmar and Sioux City—Unit Ore Train Restrictions

AAR car type J210 (220,000 lb.) ore cars with overall length *not shorter than 24 feet* can be handled *only* if gross weight on rail does not exceed 200,000 lbs. subject to the following speed restrictions:

Between Jasper and Garretson—over
bridge 121.3 and bridge 124.6 10 MPH.
Between Maynard and Granite Falls—over
bridge 33.1 10 MPH.

AAR car type J310 (263,000 lb.) can be handled if overall length is 35 feet or longer.

3. Train Register Exceptions—

Garretson—Register only for trains originating or terminating.

Marshall—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Garretson—All trains obtain a clearance.

5. Rule 99—When flagging is required, distances will be 2 miles.**6. Speed Test Boards—**

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

Eastward trains between MP 7 and MP 8 between Willmar and Raymond.

Westward trains between MP 121 and MP 122 between Garretson and Jasper.

Eastward trains, between MP 134 and MP 135 between Garretson and Hills.

Westward trains, between MP 208 and MP 209 between Wren Tower and Merrill.

7. Automatic Interlockings not Indicated at Station—

C&NW crossing 6.6 miles west of Hills.

8. Granite Falls—Trains and engines occupying main track at depot or lining west siding switch or crossover switches, for movements out of siding automatically set up route for westward movement through interlocking provided no conflicting movement on CMStP&P track, and will hold this set up for a period of approximately four minutes, after which, if route is not used, automatic interlocking control can be taken away by CMStP&P trains or engines approaching crossing. If a train occupies main track at depot for a period in excess of four minutes, trainman must operate push button to obtain interlocking route. Push button boxes must be kept closed and locked except when in use.**9. Roll by Inspection—**

Both sides of all freight trains inspection will be made at speeds not exceeding 10 MPH, by train crews at their initial station, except Sioux City, where inspection is to be made on one side of train by mechanical forces only to insure that all brakes are released.

Prior to entering this subdivision from branch and detour lines, all train crews including foreign line detoured trains must make roll by inspection of both sides of their train.

MINNESOTA DIVISION

(St. Cloud to Moorhead Jct.)

FOURTH SUBDIVISION**1. Speed Restrictions—
Zone—Between****Maximum Speeds Permitted**

St. Cloud and Moorhead Jct.	40 MPH.
Loaded unit trains	40 MPH.

Trains or engines through No. 20 turnouts at

following locations:

Barnesville Jct. switch	35 MPH.
Moorhead Jct. switch	35 MPH.
St. Cloud and Moorhead Jct.—on all sidings	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted on following tracks:

Fergus Falls State Hospital Spur
Sauk Centre Old NP Track
Evansville Siding
Alexandria Gas Spur

3. Train Register Exceptions—

Barnesville—Register for trains originating or terminating.

Fergus Falls—Train register located in phone booth at Junction Switch to Twenty-First and Twenty-Second Subdivision for train crews to register when instructed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Moorhead Jct.—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 2 miles**6. Speed Test Boards—**Engineers shall test speed of their train passing the following points as compared with speed table:

Westward trains between MP 83 and MP 84 between St. Joseph and Avon.

Eastward trains between MP 12 and MP 11 between Baker and Sabin, and between MP 214 and MP 213 between Lawndale and Barnesville.

7. Manual Interlockings with Dual Control Switches—

Moorhead Jct.—Interlocking governing movement over crossing at grade with Dakota Division First and Second Subdivisions WOW track, and east switch of connection between Dakota First and Second Subdivisions and Minnesota Fourth Subdivision remotely controlled by operator at Fargo passenger station.

8. Carlisle—Freight trains using the siding must stop to clear the township road crossing located approximately ¼ mile west of the Carlisle depot. It will be permissible, if necessary, to block the road crossing immediately west of the depot, but in no case will both road crossings be blocked.**9. Roll by Inspection—**

Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station. Except between Fergus and Alexandria roll by inspection of all freight trains must be made by train crews on both sides of train unless inspection is made by other employees or other train crews reducing train speed to afford good inspection.

Prior to entering this subdivision from branch and detour lines, all train crews including foreign line detoured trains must make roll by inspection of both sides of their train.

1st St. North and University handling cars 315,000 lbs. or heavier

10 MPH.

Unless conditions require a slower speed restriction trains or engines moving against current of traffic on D.T. through interlocking limits, or making diverging movements through switches and crossovers

10 MPH.

Item 1A, All Subdivisions, applies

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

Diesel units heavier than Group E not permitted on following tracks:

St. Paul—Jackson Street Yards Track #6, Emmers Lumber

St. Paul—Jackson Street Yards Paint Shop Track

St. Paul—8th Street Yard Pratt's Express

St. Paul—8th Street Yard Space Center Stub Track 1 and 2

Minneapolis Alliance Steel

3. Train Register Exceptions—

Lyndale Jct. and Union—Trains will register when directed by train order.

St. Anthony—Eastward trains manned by LaCrosse crews and which are destined to operate beyond Dayton's Bluff will register by register ticket. Westward trains originating and destined to operate via Second, Tenth or Eleventh Subdivisions will register. Eastward trains arriving from Second, Tenth or Eleventh Subdivisions will register by register ticket.

4. Clearance Provisions and Exceptions Rule 83(B)—

Rule 83(B) does not apply on these Subdivisions.

5. Rule 99—When flagging is required, distance will be 1 mile.**6. Handling of High Wide Cars and Close Clearances—**

Loaded tri-level and bi-level cars and other high loads exceeding 18 feet must be handled on main track only under Central Avenue and Broadway Avenue Bridges at Minneapolis.

Between 1st Street North and Lyndale Jct.—All conductors of trains must advise Yardmaster at Union Yard if their train contains high or wide loads that may restrict their movement, and be governed by Yardmaster's instructions.

7. 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."

8. Mpls. Terminal Area—City ordinance of Mpls. prohibits the unnecessary use of the engine whistle.**9. Lyndale Jct.**—Eastward freight trains on Second Subdivision, having cars to set out at this point, will stop before passing eastward absolute signal to make setout.**10. Westminster St. Interlocking—**The interlocking limits of Westminster St. interlocking, include all trackage between the eastward absolute signal located approximately 850 feet west of Mississippi Street overhead bridge and the westward absolute signal located at Division Street.**MINNESOTA DIVISION**

(7th St. to Van Buren St.) (University to Lyndale Jct)

FIFTH AND NINTH SUBDIVISIONS

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
7th Street and Union Yard	40 MPH.	30 MPH.
Union Yard and Van Buren Street		25 MPH.
Between Park Jct. and St. Anthony on Minnesota Transfer connection over Kasota Avenue road crossing	11 MPH.	11 MPH.
Lyndale Jct. loaded unit coal trains using tracks P-15 and P-16		5 MPH.
All trains— Through No. 20 turnouts at following locations		30 MPH.
7th Street—end of double track		
7th Street dividing switch		
7th Street turnouts to north and south mains of Seventh Subdivision		
Between 7th 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.		
Lyndale Jct. and Harrison Street		25 MPH.
Minneapolis Jct. Wye tracks		8 MPH.
Van Buren Street and University		25 MPH.

11. Between 7th Street and Van Buren St. and Between University and Lyndale Jct., including Main Line 2 between University and Van Buren St.—

Is operated as a continuous yard. All train and engine movements on main tracks will be authorized by the Hump Tower train dispatcher Northtown.

Before occupying the main track, conductors of trains, yard engines or transfer movements, engineers or hostlers of light engines, and employees in charge of Maintenance of Way track cars, or on-track equipment must obtain main track permission in the following form:

“(Train, engine, transfer movement, or name of employee in charge of M/W track car or on-track equipment) may use (track or tracks) between _____ and _____ or at _____) _____ M until _____ M”

When requesting main track permission, give your name, location, engine number and specify track or tracks to be used. When main track permission is granted, the instructions must be repeated to the train dispatcher, who will make record of it in train order book, along with name of person repeating the instructions.

When the above permission has been issued to employee in charge of M/W track car or on-track equipment the train dispatcher must not authorize a train, engine or transfer movement into the same territory until the user of the M/W equipment has reported clear.

Train, engine, transfer movement, track car or M/W On-track Equipment must be clear of the track or work completed and switches restored to normal position before expiration of the time specified, and the train dispatcher so advised. If additional time is required, authority must be secured from the train dispatcher before the previously authorized time expires.

Before doing any maintenance of way work which would require the use of impassable track flags (Rule 14) or to provide protection for on-track equipment which cannot be readily removed from the track to work, the above permission must be obtained. In addition employee in charge of the work or on-track equipment must place track shunts within the authorized area to indicate stop. Prior to expiration of time authorized, track must be made ready for movement of trains, men and machines must be clear of track, after which shunts must be removed and train dispatcher advised. When this authority has been obtained and track shunt protection is used track flag protection per Rule 14 will not be required.

The use of track shunts in lieu of track flag protection (Rule 14), does not apply on the Ninth Subdivision or in NON-ABS territory on the Fifth Subdivision.

Trains authorized by timetable schedule when moving against the current of traffic, will be handled by Form D-R train order: Main track permission must not be issued on track covered by D-R train order.

12. Handling 80 Foot or Longer Cars—

(See Handling 80 Foot or Longer Cars, All Subdivisions.)

Between 7th 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 west-bound 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 items 3 and 4, All Subdivisions.)

13. Trailing Tonnage Restrictions—

(See items 2 and 3, All Subdivisions.)

Between 7th Street and Westminster Street—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 6,500 except trains with head end power only, consisting entirely of cars equipped with Grade E steel couplers, must not exceed 10,500 trailing tons.

14. Roll by Inspection of Departing Trains—

Will be made at speeds not exceeding 10 MPH in Twin Cities terminal on one side of train by mechanical forces only to insure that all brakes are released.

MINNESOTA DIVISION

(Division Street to White Bear Lake)

SIXTH SUBDIVISION

1. Speed Restrictions—

Zone—Between Maximum Speeds Permitted

Division Street and MP 3 10 MPH.

MP 3 to White Bear Lake 30 MPH.

White Bear Lake and Third Street cars over 315,000 10 MPH.

Gloster westward trains over west end of siding hand-throw switch 10 MPH.

Claymont and Gloster 4.5 (Frost Ave.) 10 MPH.

(Over crossing account short Griswold approach circuits)

Item 1A, All Subdivisions, applies between MP 3.0 and MP 10.7

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

Diesel units heavier than Group E not permitted on following track:

Claymont Havre Mfg. Co.

3. Train Register Exceptions—

Claymont, Gloster and White Bear Lake—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Division Street, Gloster and White Bear Lake—Rule 83(B) does not apply.

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

6. Between Division Street and Claymont—Ruling grade descending westward 1.9%.

The use of retainers will not be required on trains handled by diesel-electric locomotives having dynamic brake and/or brake pipe pressure maintaining feature in operative condition, nor on trains of 1000 tons or less.

Trains handled by locomotives equipped with brake pipe maintaining feature must use the maintaining method of braking on mountain grade as instructed by air brake rule book.

Engineer on westward trains must adjust feed valve on engine to obtain 90 pounds brake pipe pressure following stop for grade crossing at Gloster.

If retaining valves are required, engineer will determine minimum number to be used.

7. Gloster—Eastward trains waiting for a meet will stay west of signal 44 at Gloster and west of Larpenteur Avenue.

To avoid unnecessary operation of crossing signals and gates at County Road B, section of track between crossing signal start signs should be occupied only when necessary.

8. White Bear Lake—Westward trains making stop at the depot must stop with engines or cars east of “Crossing Signal Restart” sign located on south side of track 100 feet east of 4th Street crossing.

Cars must not be left on siding within 300 feet of 4th Street crossing.

Westward trains picking up in New Yard will cut off far enough east of Ramaley Avenue so as not to foul the ringing section of the automatic crossing signals on that avenue.

When trains will be delayed more than ten (10) minutes, crossings must be opened promptly.

9. **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 signal against immediate threatened danger, and only upon starting an engine."
10. Tracks between Division Street and Gloster are operated as a continuous yard.
11. **Close Clearances**—Overhead bridge at CNW crossing, and tunnels under 7th Street, located 700 feet west of Division Street, will not clear man on side of car.
12. **Handling 80 Foot or Longer Cars**—
(See Handling 80 Foot or Longer Cars, All Subdivisions.)
Between Division Street and Claymont—
Trains of greater than 3800 trailing tons must handle empty cars, 80 feet and longer, in the rear 3800 tons.
Trains of greater than 5100 trailing tons must handle loaded cars, 80 feet and longer, in the rear 5100 tons, except 80 foot and longer cars in excess of 100 gross tons will have no restriction on location in train.
If helper in excess of six powered axles is used at rear of train, a buffer of at least 1350 tons must be provided to separate helper at the rear of the train from the rearmost empty car 80 feet or longer.
Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See items 3 and 4, All Subdivisions.)
13. **Trailing Tonnage Restrictions**—
(See items 2 and 3, All Subdivisions.)
Between Division Street and Claymont—
When all locomotive power is operated at head end of train, trailing tonnage must not exceed 5,500, except trains with head end power only consisting entirely of Grade E steel couplers, must not exceed 9,000 trailing tons.
14. **Roll by Inspection of Departing Trains**—
Will be made at speeds not exceeding 10 MPH in Twin Cities terminal on one side of train by mechanical forces only to insure that all brakes are released.

MINNESOTA DIVISION

(Division Street to Coon Creek)

SEVENTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Division Street and 7th Street	55 MPH.	30 MPH.
7th Street and MP 4		30 MPH.
MP 4 and University		45 MPH.
University and Northtown		35 MPH.
Northtown and Interstate	60 MPH.	45 MPH.
Interstate and Coon Creek	75 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.
Loaded unit coal trains - Coon Creek to Northtown		45 MPH.

Loaded unit ore, clay, chrome, potash,
ballast and C6 hopper grain trains -
Coon Creek to Northtown
Northtown to Division St.

40 MPH.
30 MPH.

Trains and engines through No. 20
turnouts at the following locations
Division St. - from north main to Q-1
Mississippi St. - both crossovers
between north and south mains

30 MPH.

All trains—

Through No. 20 turnouts at:
End of D.T. at Interstate and
University
Crossover No. 807 between
eastward and westward main
tracks
Crossover No. 801 between
eastward main track and main
line No. 2 for movements via 9th
Subdivision

35 MPH.

Head end speed restriction for
westward freight trains:

Up to 100
tons/OB

Over 100
tons/OB

Signal 4.7 between Soo Line Jct.
and Como Shops

40 MPH

Signal 5.7 between Como Shops
and Union

35 MPH.

30 MPH.

Signal 6.7 between Union and East
Mpls.

40 MPH.

Westward Home signal Park Jct.
Interlocker

40 MPH.

Signal 9.1 between Park Jct. and
East Mpls.

35 MPH.

Signal 10.1 between East Mpls.
and University

40 MPH.

Head end speed restrictions for
Eastbound freight trains:

Signal 4.8 between Como Shops
and Soo Line Jct.

35 MPH.

Signal 5.8 between Union and
Como Shops

40 MPH.

Signal 6.8 between Park Jct. and
Union

40 MPH.

Signal 9.2 between Park Jct. and
East Mpls.

40 MPH.

Passing bridge mounted signal on
north main track at MP 429.8—
Division Street

25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

3. Train Register Exceptions—

Northtown—Register only for trains originating or terminating.

4. Clearance Provision and Exceptions Rule 83(B)—

Division Street, 7th Street, Trout Brook Jct., Soo Line Jct., Park Junction, East Minneapolis, University—Rule 83(B) does not apply.

Northtown—Rule 83(B) applies for all trains originating. Eastward trains originating and destined beyond Dayton's Bluff will require Milwaukee clearance in addition.

Oakland—Westward through trains must secure BN clearance. Eastward trains originating at Dayton's Bluff must secure Milwaukee clearance.

Daytons Bluff—Westward trains originating at Daytons Bluff destined via Minnesota First Subdivision and Minnesota Second Subdivision will obtain clearance at Northtown which will clear these trains at Daytons Bluff.

Midway—Passenger Station—Rule 83(B) applies for westward Amtrak trains operating via Fifth and Seventh Subdivisions.

5. **Rule 99**—When flagging is required, distance will be 1 mile.
6. **Between Mississippi Street and Coon Creek**—Train order authority not required.

Between Division Street and Coon Creek the tracks will be operated as a continuous yard.

Before occupying the main track, conductors of trains, yard engines or transfer movements, engineers or hostlers of light engines, and employees in charge of Maintenance of Way track cars, or on-track equipment must obtain main track permission in the following form:

"(Train, engine, transfer movement, or name of employee in charge of M/W track car or on-track equipment) may use (track or tracks) between _____ and _____ (or at _____) _____ M until _____ M"

When requesting main track permission, give your name, location, engine number and specify track or tracks to be used. When main track permission is granted, the instructions must be repeated to the train dispatcher, who will make record of it in train order book, along with name of person repeating the instructions.

When the above permission has been issued to employee in charge of M/W track car or on-track equipment the train dispatcher must not authorize a train, engine or transfer movement into the same territory until the user of the M/W equipment has reported clear.

Train, engine, transfer movement, track car or M/W On-track Equipment must be clear of the track or work completed and switches restored to normal position before expiration of the time specified, and the train dispatcher so advised. If additional time is required, authority must be secured from the train dispatcher before the previously authorized time expires.

Before doing any maintenance of way work which would require the use of impassable track flags (Rule 14) or to provide protection for on-track equipment which cannot be readily removed from the track to work, the above permission must be obtained. In addition employee in charge of the work or on-track equipment must place track shunts within the authorized area to indicate stop. Prior to expiration of time authorized, track must be made ready for movement of trains, men and machines must be clear of track, after which shunts must be removed and train dispatcher advised. When this authority has been obtained and track shunt protection is used track flag protection per Rule 14 will not be required on this Subdivision.

Trains authorized by timetable schedule when moving against the current of traffic, will be handled by Form D-R train order: Main track permission must not be issued on track covered by D-R train order.

7. **Between Division Street and Coon Creek**—

Between Division Street and Mississippi Street interlocking limits controlled by operator at Westminster Street.

Westminster St. Interlocking—

The interlocking limits of Westminster St. interlocking, include all trackage between the eastward absolute signal located approximately 850 feet west of Mississippi Street overhead bridge and the westward absolute signal located at Division Street.

Operator Westminster St. will clear signals for eastward trains at Division St.: only after permission received from train dispatcher at Newport.

The two main tracks between Division St. and Mississippi St. are designated as the north main (east side line), and the south main (west side line).

Grove Yard—Between 1st Street N. and 35th Avenue on running track maximum speed permitted is 30 MPH. Item 1A applies.

Between 1st Street N. and 35th Avenue—

This portion of the former Fifth Subdivision now designated as part of the Grove Yard. The former eastward main track between 1st St. N. and 35th Avenue is designated as the "running track." All train and engine movements on this track will be authorized by the Northtown Hump Tower train dispatcher per item No. 6.

14th Avenue North Interlocking—

The Soo Line Jct. Crossing from eastward to westward main at 14th Avenue is equipped with dual control switch machines controlled by the Soo Line train dispatcher at Shoreham. A direct telephone to the Soo Line train dispatcher is provided in the west entrance of the steel bungalow at the junction.

If communication with the Soo Line dispatcher fails, emergency release push buttons are provided in a steel cabinet mounted on the exterior west wall of the steel bungalow. Instructions for operation under emergency conditions when communication has failed are posted on the inside of the door of the steel instrument cabinet.

8. **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."

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

9. **Between Division Street and Daytons Bluff**—All trains proceeding on eastward main track will sound whistle 15-L and keep engine bell ringing beginning at a point 500 feet west of Warner Road Bridge and continue until train or engine passes Daytons Bluff yard office.
10. **St. Paul Union Depot**—All train movements through the St. Paul Union depot will be made in accordance with Rule 93 of the Consolidated Code of Operating Rules. 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 operator at Westminster Street who will obtain authority from Milwaukee switch tender located at Sibley Street.

11. **Milwaukee Pig's Eye Yard**—

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

12. **The following signals are located to the left of track which they govern:**

Westward on south main track MP 0.0.
Westward on south main track MP 1.3.
Eastward on north main track MP 1.5.

13. **Between Interstate and 35th Ave.**—

All trains observing cars on south runner track must sound whistle signal 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 when yarding trains on receiving track No. 5.

14. **Trailing Tonnage Restrictions**—

(See items 2 and 3, All Subdivisions.)

Between Division Street and Soo Line Jct.—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 6,500 except trains with head end power only consisting entirely of Grade E steel couplers, must not exceed 10,500 trailing tons.

15. **Roll by Inspection of Departing Trains**—

Will be made at speeds not exceeding 10 MPH in Twin Cities terminal one side of train by mechanical forces only to insure that all brakes are released.

MINNESOTA DIVISION

(East Mpls. to Stillwater)

EIGHTH SUBDIVISION**1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
East Mpls. and MP 6	10 MPH.
MP 6 and M&D Jct.	25 MPH.
M&D Jct. and Stillwater	10 MPH.
White Bear Lake all movements over State Highway No. 61	5 MPH.

Item 1A. All subdivisions, applies between MP 0.1 and MP 12.7 between East Mpls. and M&D Jct.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted on following tracks:

White Bear to Stillwater MP 0 to MP 12
Summit Spur Track
Stillwater Stillwater Mfg.
Stillwater Tracks 1, 2, 3
Stillwater Team Track
Stillwater House Tracks 1 and 2

Diesel units heavier than Group E not permitted between White Bear Lake and Stillwater.

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—**

M&D Jct. and East Mpls.—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, distance will be 1 mile.**6. Between East Mpls. and MP4—Tracks are operated as a continuous yard.****7. Broadway Street N.E.—A "CROSSING SIGNAL START" sign has been placed at the beginning of the westward crossing signal start, which is located 550 feet east of the crossing. Trains and engines switching across this crossing will stop east of this sign and will not leave cars standing between this sign and the crossing.****8. From Summit to Stillwater—Ruling grade descending westward: 1.3%.**

The use of retainers will not be required on trains handled by diesel-electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition.

Trains handled by locomotives equipped with brake pipe maintaining feature must use the maintaining method of braking on mountain grade as instructed in Air Brake Rule book.

If retaining valves are required, engineer will determine minimum number that he considers necessary.

9. Mpls. Terminal Area—City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.**10. Between East Mpls. & M&D Jct.—"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."****MINNESOTA DIVISION**(Lyndale Jct. to Monticello) (Wayzata to Hutchinson)
(Morris to Browns Valley) (Garretson to 14th St. Yard)**TENTH, ELEVENTH, THIRTEENTH AND FIFTEENTH SUBDIVISIONS****1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Lyndale Jct. and Monticello	25 MPH.
On Georgia Pacific Spur between MP 10 and MP 11 between Robbinsdale and Osseo	5 MPH.
Morris and Browns Valley	25 MPH.
Wayzata and Hutchinson	10 MPH.
Between absolute signals of interlocking Sioux Falls	20 MPH.
Garretson and Sioux Falls	30 MPH.
Sioux Falls within City Limits	12 MPH.
Sioux Falls approaching 6th & 8th Streets Crossings	6 MPH.

Item No. 1A—All subdivisions applies.

2. Bridge, engine and heavy car restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of superintendent:

220,000 lbs or less, minimum length 38 feet
263,000 lbs or less, minimum length 44 feet

Diesel units heavier than Group D not permitted to operate on Tenth, Eleventh and Thirteenth Subdivisions.

3. Train Register Exceptions—

Garretson—Register only for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 83(B)—

M. W. Jct., Lyndale Jct., Wayzata—Rule 83(B) does not apply.

Osseo—Westward movements beyond Osseo will require a clearance at Osseo.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When required to flag distance will be 1 mile.**6. Automatic Interlockings not Indicated at Station—**

C&NW crossing 3.9 miles east of Sioux Falls.

7. Between Monticello and Northern States Power Co. Spur—

Track is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies. Maximum speed 25 MPH.

8. Between Lyndale Jct. and Osseo—All train, engine and transfer movements between MP 0 and MP 11.5 must contact Northtown Hump Tower train dispatcher for authority to occupy the main track as prescribed by Item No. 6 of the Minnesota Division Seventh Subdivision Special Instructions.

Between Osseo and Monticello—Between MP 12 and MP 36, when approaching crossings protected by gates or signals, it must be known that signals are activated before proceeding over crossings.

Osseo—On Barton Lead Track—Flag protection must be provided while switching over 89th Avenue crossing.

9. Automatic Interlockings not Indicated at Station—

Soo Line crossing 1.3 miles west of Robbinsdale.

10. Minneapolis Terminal Area—City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.**11. Roll by Inspection—Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station except at Twin Cities Terminal, inspection to be made by mechanical forces.****12. Maintenance Of Way Rule 14 Exception Applies On—**

Tenth Subdivision between Robbinsdale and Monticello.
Eleventh Subdivision between Wayzata and Hutchinson.

Thirteenth Subdivision between Morris and Browns Valley.

MINNESOTA DIVISION

(Benson to Huron)

TWELFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Benson and Nassau MP 0 to MP 45	25 MPH.
Nassau and Huron MP 45 to MP 161	12 MPH.
Appleton & Huron between absolute signals of interlockings	20 MPH.
Watertown - Within City Limits	10 MPH.

Item 1A, All subdivisions applies on this subdivision.

2. Bridge, engine and heavy car restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted unless authorized by superintendent.

220,000 lbs or less, minimum length 38 ft.

263,000 lbs or less, minimum length 44 ft.

Diesel units heavier than Group D not permitted between Louisburg and Huron.

3. Train Register Exceptions—

Appleton—Trains will register in booth at BN-Milwaukee Diamond when directed by train order.

4. Clearance provisions and exceptions Rule 83(B)—

Appleton—Rule 83(B) does not apply except eastward trains operating between Stateline and Appleton via Milwaukee will require Milwaukee clearance at Aberdeen or Milbank in addition to BN clearance.

Westward trains operating between Appleton and Stateline via Milwaukee will require Milwaukee clearance at Willmar in addition to BN clearance.

5. Rule 99—Between Benson and Appleton when flagging is required, distance will be 1 mile. Between Appleton and Huron unless otherwise provided, flagging is not required. When required to flag, distance will be 1 mile.

6. Appleton—On Mill track do not exceed 5 MPH.

On BN-Milwaukee connection track do not exceed 5 MPH.

Trains operating Appleton to Stateline via Milwaukee track must contact Milwaukee dispatcher at St. Paul on dispatchers telephone located in Booth at Milwaukee-BN diamond for authority. If dispatcher telephone fails, call direct 1-612-339-3567 or 3585.

7. Roll by Inspection—

Both sides of all trains at speeds not exceeding 10 MPH must be performed by train crews at their initial station.

Prior to entering this Subdivision from branch and detour lines, all train crews including foreign line detoured trains must make roll by inspection of both sides of their train.

9. Maintenance of Way Rule 14 Exception applies on this subdivision between Louisburg and Huron.

MINNESOTA DIVISION

(Aberdeen Line Jct. to Aberdeen)

FOURTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Geneseo Jct. and Geneseo	10 MPH.
Geneseo and Aberdeen	25 MPH.
Between absolute signals of interlockings at: Aberdeen	20 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group D not permitted on this Subdivision.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

Aberdeen Line Jct.—Rule 83(B) does not apply.

Eastward Fourteenth Subdivision trains will require Soo Line clearance at Aberdeen.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When required to flag distance will be 1.5 miles.

6. Roll by Inspection—Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

MINNESOTA DIVISION

(East Wye Switch to Madison)

SIXTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
East Wye Switch and Canton MP 0 to MP 49.9	10 MPH.
Canton and South Yard MP 49.9 to MP 69.5	25 MPH.
Sioux Falls—approaching 6th and 8th Street crossings	6 MPH.
Sioux Falls—within city limits	12 MPH.
Sioux Falls and Colton MP 0.0 to MP 3.0	10 MPH.
East Jct. and Wentworth MP 3.0 to MP 35.5	25 MPH.
Wentworth—over new connecting track	5 MPH.
Wentworth and Madison MP 325.26 to MP 334.33	25 MPH.
Wentworth and Madison MP 334.33 to 334.6	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted unless authorized by superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Except Sioux Falls to Madison 220,000 lbs.

Diesel units heavier than Group D not permitted on this Subdivision.

3. Train Register Exceptions—

East Wye Switch, Canton—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Sioux Falls—All trains require a clearance. Rule 83(B) does not apply at other stations on this subdivision.

5. Rule 99—Unless otherwise provided, flag protection against following trains is not required. When required to flag, the distance is 1 mile.**6. Canton**—Normal position for west leg of Wye Switch is lined and locked for Twenty-Third Subdivision.**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 form, 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 93 in effect on L. G. Everest tracks.

Rule 97 does not apply on L. G. Everest tracks.

7. Roll by Inspection—Both sides of all trains at speed not exceeding 10 MPH must be performed by train crews at their initial station.**MINNESOTA DIVISION**

(St. Cloud to Willmar)

SEVENTEENTH SUBDIVISION**1. Speed Restrictions—**

Zone—Between **Maximum Speeds Permitted**

St. Cloud and Willmar 30 MPH.

Between absolute signals of interlockings at:

Paynesville 20 MPH.

Roscoe—on industry track 5 MPH.

New London—on Pit tracks 5 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted on following tracks:

Richmond Elevator Track

Roscoe Industry Track

Paynesville Industry Track

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—None.****5. Rule 99**—When flagging is required, distance will be 1 mile.**6. Between St. Cloud and Clearwater—**

Track is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies. Maximum speed 25 MPH.

7. Richmond—Do not go beyond first crossing on mill spur with engines account light rail.**8. New London**—Engines not permitted on Pit tracks.**9. Roll by Inspection**—Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.**MINNESOTA DIVISION**

(Morris to Starbuck)

EIGHTEENTH SUBDIVISION**1. Speed Restrictions—**

Zone—Between **Maximum Speeds Permitted**

Morris and Starbuck 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

Diesel units heavier than Group D not permitted on this Subdivision.

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—None.****5. Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1 mile.**6. Roll by Inspection**—Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.**7. This subdivision is operated as ABSOLUTE BLOCK REGISTER TERRITORY (Rule S-225).** Trains must obtain oral or message authority from the train dispatcher prior to entering this subdivision. Register located in phone booth at Eighteenth subdivision Jct. Morris.**8. Maintenance of Way Rule 14 Exception applies on this subdivision between Starbuck and Morris.****MINNESOTA DIVISION**

(Long Prairie to Park Rapids)

TWENTIETH SUBDIVISION**1. Speed Restrictions—**

Zone—Between **Maximum Speeds Permitted**

Long Prairie and Park Rapids 25 MPH.

Handling loaded C-6 Hoppers or cars containing

Hazardous Materials 12 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group D not permitted on this Subdivision.

3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. **Rule 99**—Unless otherwise provided, flag protection against following trains is not required. When required to flag, distance will be 1 mile.
6. **Wadena**—Trains performing switching must spot cars short of insulated joints to avoid unnecessary operation of crossing signals on Highway No. 10.
7. **Browerville**—On industry track close clearance at Land O'Lakes plant where trucks loading.
8. **Roll by Inspection**—Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

MINNESOTA DIVISION

(Fergus Falls to Battle Lake) (Fergus Falls to Foxhome)

TWENTY-FIRST AND TWENTY-SECOND SUBDIVISIONS

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Fergus Falls and Battle Lake	12 MPH.
Fergus Falls and Foxhome	10 MPH.
Over public crossings within corporate limits:	
Fergus Falls	10 MPH.
On Otter Tail Power Company trackage in Hoot Lake Yard	5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 Diesel units heavier than Group E not permitted on these Subdivisions.
 Diesel units with triple axle trucks not permitted on Otter Tail Power Company trackage at Hoot Lake.
3. **Train Register Exceptions**—None
4. **Clearance Provisions and Exceptions Rule 83(B)**—None.
5. **Rule 99**—Unless otherwise provided, flag protection against following trains is not required. When required to flag, distance will be 1 mile.
6. **Between Fergus Falls and Battle Lake and between Fergus Falls and Foxhome**—Rule 93 in effect and Rule 97 does not apply.
 Lineups will not be issued. Maintenance of Way forces must secure information as to yard and engine movements before operating any track cars or on track equipment on these subdivisions.
7. **Fergus Falls**—Coal loads from Hoot Lake yard must be pulled in from west end and not backed in from east end.
8. **Roll by Inspection**—Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

MINNESOTA DIVISION

(Canton to Chamberlain) (Sioux City to Aberdeen Yard)
 (Beresford to Beresford Jct.)

NINETEENTH, TWENTY-THIRD, AND TWENTY-FIFTH SUBDIVISIONS

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Sioux City and Aberdeen Yard	25 MPH.
Canton and Mitchell	25 MPH.
Mitchell and Chamberlain	10 MPH.
Beresford and Beresford Jct.	10 MPH.

 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 Diesel units heavier than Group E not permitted on Twenty-Third and Twenty-Fifth Subdivision.
 Diesel units heavier than Group D not permitted on Nineteenth Subdivision.
3. **Train Register Exceptions—**
 East Wye Switch, Wolsey—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
 Beresford Jct., Beresford, Canton, Chamberlain, East Wye Switch, Wolsey, Aberdeen Yard—Rule 83(B) does not apply.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1 mile.
6. Trackage located between Chamberlain and Oacoma (Oacoma is located 5 miles west of Chamberlain) is considered industrial trackage. Rule 105 of Consolidated Code of Operating Rules applies—maximum speed 10 MPH.
7. **Roll by Inspection**—Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

MINNESOTA DIVISION

(Stateline to Mobridge)

TWENTY-FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Stateline and Mobridge	40 MPH.
All Trains, through all sidings and turnouts	10 MPH.
Aberdeen, over Main and Kline St. crossings	10 MPH.
Aberdeen, C&NW and BN crossings and between C&NW—BN crossing and west switch of yard	20 MPH.
Aberdeen, over Third and Sixth Ave. street crossing	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Freight trains over 100 tons per operative brake are permitted only on the following tracks:

Main track Twenty-Fourth Subdivision
No. 1 track at Aberdeen
Sidings at Andover, Bristol, Summit, Milbank and Plant Loop-Big Stone.

allowable turnout speed must be observed. Movement in trailing point direction over a spring switch on track for which the switch is lined, may be made at normal speed.

13. **Roll by Inspection**—Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

3. **Train Register Exceptions—**

Milbank and Mobridge—Through trains will register when directed by train order.

4. **Clearance Provisions and Exceptions Rule 83(b)—**

Mobridge—Rule 83(B) does not apply for through trains.

Eastward trains operating between Stateline and Appleton via Milwaukee will require Milwaukee clearance at Aberdeen or Milbank in addition to BN clearance.

Westward trains operating between Appleton and Stateline via Milwaukee will require Milwaukee clearance at Willmar in addition to BN clearance.

In CTC territory—Rule 83(B) will not apply at Intermediate Stations when so authorized by the train dispatcher.

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

6. **ABS** is in service between the west switch at Summit (MP 633.5), and the west switch at Aberdeen Yard (MP 707.4).

7. **CTC** is in service between Stateline (MP 600.7) and the west switch at Summit (MP 633.5), and between the west switch at Aberdeen Yard (MP 707.4) and the west switch at Mobridge MP 806.0).

8. **Between Aberdeen and Mobridge**—Dual Control switches located as follows:

Aberdeen Yard—West end
Glenham—East and West ends of siding
Mobridge—West end yard

9. In CTC territory between the west switch at Aberdeen (MP 707.4) and the west switch at Mobridge (MP 806.0) — Rule 268A does not apply.

10. **Between Stateline and Mobridge—**

CMSTP&P railroad signal aspects and indications in effect between Stateline (MP 600.7) and Mobridge (MP 806.0). Refer to pages 100 through 105, and 120 and 121 of Consolidated Code of Operating Rules.

11. **Aberdeen Yard**—Crossover switches leading from Tracks 1 and 2 must be left lined for through movements on those tracks.

Normal position for south leg of wye switch from the drill track north of the overpass is lined for through movement on the drill track.

At 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: Pushbuttons 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 103.

12. **Spring switches** located at: Webster—East end
Bristol—East end
Groton—East and West end.

Spring Switches—Movements in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 MPH. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout, the

WISCONSIN DIVISION

(Coon Creek to Boylston)

FIRST SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds	Permitted
	Passenger	Freight
Boylston and East End Bridge 14.2 . . .	40 MPH.	40 MPH.
East End Bridge 14.2 to MP 14.9 . . .	25 MPH.	25 MPH.
MP 14.9 and MP 24.5	55 MPH.	40 MPH.
MP 24.5 and MP 61.6	60 MPH.	50 MPH.
MP 61.6 and MP 62.4 (Sandstone) . .	45 MPH.	45 MPH.
MP 62.4 and MP 72.0	60 MPH.	50 MPH.
MP 72.0 and MP 72.3 (Hinckley) . . .	40 MPH.	40 MPH.
MP 72.3 and Coon Creek	60 MPH.	50 MPH.
Boylston and Coon Creek—loaded unit ore and Taconite Trains, Coal, chrome, potash, clay grain, and ballast		40 MPH.

All Trains—
Through No. 20 turnouts at 35 MPH.
Boylston crossover
Askov
Hinckley
Brook Park Jct. and siding
Grasston
Coon Creek Jct. and crossover
Cambridge
Bethel

- 2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.
- 3. **Train Register Exceptions—**
Coon Creek—All trains register by register ticket.
Hinckley—Register for trains originating or terminating.
- 4. **Clearance Provisions and Exceptions Rule 83(B)—**
Boylston and Brook Park—Rule 83(B) does not apply.
- 5. **Rule 99**—When flagging is required, distance will be 2.5 miles.
- 6. **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(H).
- 7. **The following Failed Equipment Detectors protect bridges, tunnels or other structures—**
MP 16.8 for Eastward movement over Bridge 15.4
MP 61.1 for Westward movement over Bridge 62.4
- 8. **Hinckley**—Trains on First Subdivision between Coon Creek and Boylston and westward trains on Second Subdivision will be lined automatically at interlocking switch and be governed by signal indication.
Westward trains on First Subdivision going via Second Subdivision Hinckley to White Bear Lake will line switch by requesting operator Hinckley to line route, or by following instructions posted at the depot.

Trains on Second Subdivision when approaching Hinckley will obtain check of first class trains from train dispatcher Superior via radio through the operator Hinckley before passing signal 70.4. In case of radio communications failure, movement may be made to absolute signal at junction switch where telephone must be used to obtain check of first class trains before entering First Subdivision.

9. **Brook Park**—Trains may expect to find siding blocked at all times.

WISCONSIN DIVISION

(White Bear Lake to Hinckley)

SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
White Bear Lake and MP 52.5	50 MPH.
MP 52.5 and MP 53.2 (Rush City)	30 MPH.
MP 53.2 and MP 61.4	50 MPH.
MP 61.4 and MP 62.0	45 MPH.
MP 62.0 and MP 63.0 (Pine City)	25 MPH.
MP 63.0 and MP 74.8	50 MPH.
MP 74.8 and MP 75.4 (Jct. Switch)	30 MPH.
Loaded unit ore and taconite trains	35 MPH.
Loaded coal, chrome, potash, ballast, clay & grain trains	40 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
White Bear Lake—Rule 83(B) does not apply.
5. **Rule 99**—When flagging is required, distance will be 2.5 miles.
6. **Hinckley**—Trains on First Subdivision between Coon Creek and Boylston and westward trains on Second Subdivision will be lined automatically at interlocking switch and be governed by signal indication.
Westward trains on First Subdivision going via Second Subdivision Hinckley to White Bear Lake will line switch by requesting operator Hinckley to line route, or by following instructions posted at the depot.
Trains on Second Subdivision when approaching Hinckley will obtain check of first class trains from train dispatcher Superior via radio through the operator Hinckley before passing signal 70.4. In case of radio communications failure, movement may be made to absolute signal at junction switch where telephone must be used to obtain check of first class trains before entering First Subdivision.
7. **Roll by Inspection**—Train crews must make inspection at speeds not exceeding 10 MPH at their initial station.

WISCONSIN DIVISION

(Brainerd to International Falls)

THIRD SUBDIVISION**1. Speed Restrictions—****Zone—Between Maximum Speeds Permitted**

Brainerd—International Falls 25 MPH.

150 ton derricks, Pile Drivers and cars under 40 ft. long, and weighing between 177,000 and 220,000 lbs. when coupled in groups of two or more and cars over 40 feet long weighing between 220,000 and 263,000 lbs. when coupled in groups of two or more must be preceded and followed by a car weighing less than 177,000 lbs. 10 MPH.

Walker—Over Bridge 59.1 12 MPH.

Bridge 185 Little Fork 10 MPH.

Bridge 166—Between Big Falls and Grand Falls 10 MPH.

Brainerd, over public crossings 10 MPH.

Bemidji—over public crossings at,
Mill Park 22 MPH.
Other public crossings 12 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Bridge 94 at Bemidji, Bridge 166, Big Fork River, and Bridge 185, Little Fork,
250 ton wrecking derricks Not Permitted

Diesel units heavier than Group D are not permitted on this Subdivision.

89 foot long bulkhead flat cars loaded to 263,000 lbs. may be coupled together and handled in trains with the following restrictions:

The car adjacent to such flat car or block of such flat cars must not exceed 177,000 lbs. The engine must be separated from such car.

Handle these cars in a block without uncoupling within the combined block except in an emergency or bad order situation.

3. Train Register Exceptions—

Originating or terminating trains will register at Bemidji depot.

4. Clearance Provisions and Exceptions Rule 83(B)—None.**5. Rule 99—Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1 mile.****6. Brainerd Jct., International Falls Jct. Automatic Interlockings—**

Automatic dual control switches are in service at MP 91.4 and MP 93.8.

Rules 261 and 264 inclusive in effect between eastward absolute signals at MP 91.4 and westward absolute signals at MP 93.8.

Switches will be automatically lined for trains approaching from Brainerd or International Falls on the Third Subdivision.

After movement has been completed, switch will return to normal position for the Twentieth Subdivision.

If train or engine is stopped by stop indication, train dispatcher must be contacted for permission to pass stop signal. Train dispatcher must determine if conflicting movement is evident, and if not, will instruct train crew to hand operate dual control switch per Rule 275(A) and proceed at restricted speed.

If train dispatcher cannot be contacted, and no immediate conflicting movement is evident, member of train crew must place the selector

lever on the dual controlled switch in the hand position, wait 5 minutes, and if there is no train or engine approaching on conflicting route, hand operate switch per Rule 275(A), and proceed at restricted speed. Rules 275 and 276 are modified accordingly.

Eastward absolute signal governing movement on Twentieth subdivision at MP 91.4 and westward automatic block signal at MP 92.6 are located to the left of track governed.

7. Pine River—Leave the second crossing west of depot open account fire station located on west side of village.**8. Funkley—When meeting trains on old Kelliher Branch a crew member will place a lighted fusee on Highway 71 Crossing before train occupies crossing.****9. Big Falls—Track serving the National Pole & Treating Company must not be used beyond 1,510 feet from Highway No. 71 crossing.****10. International Falls—On K and S tracks all movements across Sixth Street must be protected.**

City ordinance provides that crossings must not be blocked more than five (5) minutes by any standing railroad equipment.

11. Roll by Inspection—Train crews must make inspection at speeds not exceeding 10 MPH at their initial station.**WISCONSIN DIVISION**

(Carlton to Staples)

FOURTH SUBDIVISION**1. Speed Restrictions—****Zone—Between Maximum Speeds Permitted**

Carlton and Staples 49 MPH.

Loaded unit coal, chrome, potash, ballast, clay & grain
trains 40 MPH.

Deerwood and Ironton 25 MPH.

Through No. 20 turnout at Carlton Jct. 25 MPH.

Brainerd—Over public crossings 10 MPH.

Brainerd over Mississippi River Bridge 119 10 MPH.

Aitkin—Over Highway 169 crossing with engine or
leading car—eastward trains 40 MPH.

McGregor—over diamond 30 MPH.

Item 1A, All Subdivisions, applies at Brainerd between east switch of north siding and Third Subdivision connection at Eighth Street.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

3. Train Register Exceptions—

Carlton—Register for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 83(B)—

Carlton—Rule 83(B) does not apply.

5. **Rule 99**—When flagging is required, distance will be 2.5 miles.
6. **Spring Switches**—Deerwood, at junction to Ironton, one and three-fourths miles east of station, normal position for through movement to Loerch.
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, be governed by Rule 104(H).
7. **Sidings**—Loaded unit coal and chrome trains not permitted to use any sidings except Corona and Woodbury.
8. **Carlton**—East and west crossover switches on Fifth Subdivision and Fourth to Fifth Subdivision switch are dual control and supervised by train dispatcher at Superior, who is also the control operator.
On Fourth Subdivision, the west switch of the Fifth Subdivision Connecting Track, will be lined and locked for the Fifth Subdivision Connecting Track.
Westward trains on Fourth Subdivision must obtain permission from operator before operating the switch to Fifth Subdivision Connecting Track. In case of communications failure, trains may proceed by observing Rules 93, 99 and 513.
9. **McGregor Interlocking**—Trains will call for route as follows:
For BN and Soo Line main tracks: —
From BN and Soo Line to west wye: —0
Between Interchange Track and west wye: 0000
To siding: 00—
10. **Aitkin**—Track located north of main track is designated yard track.
Woodland Container Company and Land O'Lakes Processing Plant are using wheel stops and blue flags to protect cars loading at their dock.
Locomotives with 6 wheel trucks not permitted on Burns Box Factory spur, and Hole track.
11. **Deerwood**—Eastward trains from Ironton use junction switch one and three-fourths miles east of station; westward trains to Ironton use crossover west of station, unless otherwise authorized by train order.
12. **Brainerd**—City ordinance provides that crossings must not be blocked more than five (5) minutes by standing trains or cars. Shop crossings must not be blocked when employees are going to work at 7:00 a.m. and 1:00 p.m. Westward trains stop clear of shop crossing 300 feet east of Thirteenth Street, and eastward trains either move a sufficient distance to clear City crossings or stop clear of First Street crossing, to make setouts or pickups. Trains must not block Oak Street Crossing near milk plant and must promptly clear crossings when coupling up in South Yard for movement. Yard will secure permission from train dispatcher before moving to and from Klein Spur.
13. **Ironton**—All train movements beyond Ironton must be made with maximum of two units. Locomotives with 3 axle trucks must not be used beyond Ironton.
14. **Staples**—City ordinance prohibits blocking any street crossing for longer than 10 minutes. Eastward and westward extra trains will stop a sufficient distance from Sixth Street crossing and Seventh Street crossing to insure crossing will not be blocked. Extra 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.
15. **Track between Carlton and Wrenshall** is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies. Maximum speed 20 MPH.
16. **Track between Deerwood and Ironton** is considered industrial track. Rule 105 of the Consolidated Code of Operating rules applies. Maximum speed 10 MPH.
17. **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.

Klein Spur empties must be shoved to end of track for loading.

18. **Roll by Inspection**—Train crews must make inspection at speeds not exceeding 10 MPH at their initial station.

WISCONSIN DIVISION

(Duluth to Cass Lake)

FIFTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Between Duluth and MP 5.3	30 MPH.	12 MPH.
Over St. Louis Bay bridges	15 MPH.	10 MPH.
Superior—Between Central Avenue and main line switch to LST&T at 16th Avenue, Belknap yard	40 MPH.	20 MPH.
MP 7 and Central Ave. on freight mains		40 MPH.
Central Avenue and Boylston	50 MPH.	50 MPH.
Boylston and Mirbat		40 MPH.
Mirbat and Gunn		50 MPH.
Gunn and Cass Lake		49 MPH.
Through No. 20 turnout at Carlton . .		25 MPH.
Between Cass Lake and Superior— Loaded unit chrome, ballast, clay, grain, coal and potash trains and loaded unit taconite and ore trains handling 99000 to 99699 series cars		35 MPH.
Other unit taconite and ore trains . . .		30 MPH.
Between Gunn and Superior handling pulpwood		30 MPH.
Between State Line and Brookston— On Westward track between MP 25 and MP 48.		25 MPH.
Between absolute signals of interlocking at: Bridge 29 on eastward track		12 MPH.
Bridge 29 on westward track		25 MPH.
Cass Lake—On all tracks over footwalk crossing located west of main line switch to roundhouse		10 MPH.
Trains or engines through No. 20 turnouts at following locations . . .		35 MPH.
Saunders Crossover		
Boylston Crossover		
Brookston End Double track		
Paupores		
Floodwood		
Island		
Philbin		
Swan River		
Trains or engines through No. 15 turnouts at following locations . . .		25 MPH.
Boylston Jct.		
Central Avenue crossover		
Saunders Jct.		

- Trains or engines through No. 11 turnouts at following locations
 Carlton crossovers 12 MPH.
 Through Cloquet 12 MPH.
 Through Grand Rapids 12 MPH.
 Through Deer River 12 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 315,000 lbs. or less, minimum length 52 ft.
 220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.
- 3. Train Register Exceptions—**
Saunders—All trains register by register ticket.
Grand Rapids, Carlton—Register only for trains originating or terminating.
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
Duluth, Brookston, Gunn and Carlton—Rule 83(B) does not apply.
In CTC Territory—At intermediate locations Rule 83(B) will not apply when so authorized by train dispatcher.
- 5. Rule 99—**When flagging is required, distance will be 2.5 miles.
- 6. Spring Switches Without Facing Point Lock—**
 Elevator "X", east and west of car unloader on unloading track.
 Normal position of switch west of unloader is for unloading track.
 Normal position of switch east of unloader is for runaround track.
- 7. 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(H).
- 8. Main track switches to the following spur tracks located in CTC territory are not equipped with electric locks:**
Mirbat, Wawina, and Webster Spur—Rule 268(A) applies.
- 9. Sidings—**Loaded unit coal and Potash trains not permitted on sidings at Bena, Ball Club and Brookston.
Brookston—Do not exceed 10 MPH on siding.
- 10. Automatic Interlocking not Indicated at Station—**
Superior—73rd Street, Soo Line crossing.
 Interlocking signal on eastward track west of Minnesota Draw governs movements to BN track and to C&NW track.
 Interlocking signal on westward track east of Elevator Station governs movements to straight main track and to BN freight track.
 Train and engine movements over Minnesota and Wisconsin drawbridges will be governed by signal indications and instructions from bridge tenders.
 Bridge 29—Four miles west of State Line.
- 11. Instructions Governing Operations of Train and Engines Within CTC:**
 Two main tracks known as *North Main* and *South Main* extends between the following points: MP 10.3 and MP 13.3.
- 12. Restricted Clearances—**
Superior—Bridge supports under 21st Street viaduct located between tracks 22 and 23 and between tracks 27 and 28 will not clear man on side of car or engine.
- Between Superior and Central Avenue—**All trains observing cars on eastward and westward freight mains at 28th Street yard and on the coal main, must sound whistle signal 15 (L) when approaching these cars and engine bell rung continuously while passing cars.
- 13. Duluth and Superior—**
 Yardmaster Duluth will notify Central Avenue Tower of all outbound movements originating Duluth yard.
 Yardmaster Superior will notify Central Avenue Tower of all outbound movements originating Superior yard.
 Incoming trains and transfers from east end will get permission via radio from Central Avenue Tower operator before crossing Tower Avenue.
 Central Avenue Tower operator will notify yardmasters Superior and Duluth of all inbound movements.
- 14. Duluth—**Normal position of crossover switches at Garfield Avenue must be lined and locked for through movement on eastward and westward main tracks.
- 15. Superior—**Normal position of main line switch at 16th Avenue Belknap yard will be lined for LST&T yard. All train and yard movements affecting this switch must see that it is restored and locked in normal position.
 At Ortran coal unloading shed, a green and red light has been installed at the dumper. If a red signal is displayed, train must not enter the thaw shed.
 When green signal displayed, train should be spotted at dumper.
On LST&T railway track—Do not exceed 5 MPH between 16th Street and 15th Street and between Superior depot and Winter Street.
- 16. Central Avenue—**When setting out or picking up, trains must not block 58th Street, and Tower Avenue crossings.
- 17. Between Central Avenue and Belknap Yard—**Eastward Ortran coal trains will use new auxiliary track, then coal connection to Winter Street. Switches will be left lined and locked for this route.
 Main track will be used by all other movements in both directions between Belknap Yard and Central Avenue and switches will be left lined and locked for this route.
 Movements over these tracks controlled by yardmaster 17th Street through towerman Central Ave.
- 18. Carlton—**East and west crossover switches on Fifth Subdivision and Fourth to Fifth Subdivisions switch are dual control and supervised by train dispatcher at Superior, who is also the control operator.
- 19. BN transfers going to Birch Street yard will use C&NW track from bridge switch to switch in C&NW main track leading to new connection to Birch Street yard. Authority to use C&NW track will be given by clear signal at Minnesota Draw.**
 For movement from Birch Street yard to Superior, authority to use C&NW track must be obtained from Minnesota Draw by radio before leaving yard.
- 20. Cass Lake—**Whistle signal must be sounded as prescribed by Rule 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.
Cass Lake—Do not exceed 5 MPH over highway crossing 300 feet east of MP 165 account short crossing signal circuit for highway 371. Normal speed can be resumed after engines have occupied crossing.
- 21. Soo Jct.—**Soo Line trains entering the Fifth Subdivision at Soo Jct. must call the BN operator at Bemidji for train order authority.
- 22. Failed Equipment Detectors Protecting Bridges, Tunnels or other Structures—**
 MP 28.1 for Westward movement over Bridge 29.0
 Other failed Equipment Detectors located at—
 MP 34.5

MP 60.0
MP 80.3
MP 105.0

23. **Cloquet**—Derails located near east end storage tracks Nos. 1 and 2 are not provided with derail signs.

When setting out cars on either end of No. 1 track be sure cars are shoved down far enough to clear crossovers.

24. **Gunn**—Before using crossover, obtain permission from train dispatcher.

25. **Grand Rapids**—When setting out cars, eastward freight trains will stop and leave train west of west switch; westward trains will stop east of the first public crossing.

At Hawkinson Addition crossing MP 110, trains stopped to make setouts at Grand Rapids must clear this crossing.

26. **MP&L Plant, Cohasset**—Do not leave cars on load tracks that will foul east switch to loop track. Derail has been placed so cars cannot enter loop track.

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. Crews using spur may contact operator at Grand Rapids or dispatcher at Superior to ascertain if gates are open. If communication unavailable contact gate house personally.

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

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

28. **Roll by Inspection**—Mechanical Department personnel will make inspection of trains departing Duluth-Superior Terminals to insure that all brakes are released. At all other locations train crews must make inspection at speeds not exceeding 10 MPH at their initial station.

WISCONSIN DIVISION

(Brook Park to St. Cloud)

SIXTH SUBDIVISION

- | | |
|--|---------------------------------|
| 1. Speed Restrictions— | |
| Zone—Between | Maximum Speeds Permitted |
| Brook Park and St. Cloud | 30 MPH. |
| St Cloud—Between absolute signals of interlockings | 20 MPH. |
| Milaca—Over public crossings | 15 MPH. |
| Item 1A, All Subdivisions, applies. | |

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

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
EXCEPT—315,000 lbs., minimum length 52 ft. between Milaca and Brook Park.

3. **Train Register Exceptions**—None.

4. **Clearance Provisions and Exceptions Rule 83(B)**—

Brook Park—Rule 83(B) does not apply.

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1 mile.

6. **Brook Park**—Trains may expect to find siding blocked at all times.

WISCONSIN DIVISION

(Ashland to Central Avenue)

SEVENTH SUBDIVISION

- | | |
|-------------------------------|---------------------------------|
| 1. Speed Restrictions— | |
| Zone—Between | Maximum Speeds Permitted |

Ashland and Central Avenue 25 MPH.

Exceptions—

Over bridge 5 just west Ashland Jct. 22 MPH.

Over bridge 37 about 1 mile west Brule 10 MPH.

Over bridge 49 about 1 mile west Poplar 22 MPH.

Iron River on Soo Line No. 1 track 5 MPH.

Ashland—All trains and engines, Seventh Avenue west to 22nd Avenue west, between MP 0 and 2 10 MPH.

Soo Line crossing 20 MPH.

Cars less than 40 feet long weighing between 177,000 pounds and 220,000 pounds when coupled in groups of two or more over Bridges 0, 5, 37, 48, 49 and 50 10 MPH.

Item 1A, All Subdivisions, applies over bridge 5 just west of Ashland Jct., over bridge 49 one mile west of Poplar and over Soo Line crossing at MP 66.7.

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

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

EXCEPT—315,000 lbs., minimum length 52 ft. between Central Avenue and Iron River.

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.

250-ton wrecking derricks are not permitted.

3. **Train Register Exceptions**—

Central Avenue—All trains register by register ticket or by radio to operator Central Avenue.

4. **Clearance Provisions and Exceptions Rule 83(B)**—None.

5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1 mile.

6. **Ashland**—Normal position of main track switch just east of Seventh Ave., leading to the Soo Line, is for the Soo Line connection.

Ellis Ave.—All trains must stop in advance of crossing, and will proceed only after crossing is protected by a member of the crew.

7. **East End**—Normal position of switch at end of double track is for westward trains.

8. **Soo Line Crossing**—Interlocking is remotely controlled by Soo Line Operator at Stinson Yard.

When necessary to get signal for route, call control operator from telephone near crossing. If unable to communicate with control operator in a reasonable time, movement over crossing may be made in accordance with Rule 606(c).

9. **Between Central Ave. and Soo Line Crossing**—On school days between 8:15 a.m. and 9:00 a.m. between 11:25 a.m. and 1:00 p.m. and between 3:25 p.m. and 4:00 p.m. all trains will stop and flag over grade crossing at John Ave. and 60th St. and the pedestrian crossing about 100 feet West of grade crossing.
10. Maintenance of Way Rule 14 Exception applies on this subdivision between Allouez and Ashland.

WISCONSIN DIVISION

(Garfield Avenue to LST&T Jct.)

EIGHTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Garfield Avenue and LST&T Jct.	12 MPH.
Garfield Avenue and DWP Jct.	39 MPH.
Over 21st Avenue west crossing	12 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 315,000 lbs. or less, minimum length 52 ft.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**

Garfield Avenue, Berwind Jct., Grassy Point Draw and LST&T Jct.—Rule 83(B) does not apply.
5. **Rule 99—**When flagging is required, distance will be 1 mile.
6. **Between West Duluth Jct. and Zenith Furnace**—Normal position of switches at 63rd Ave. West (Zenith Furnace DM & IR Crossing) is for through movement of DM & IR trains to and from D.T. Ry. running track and Fond du Lac branch.
7. Track on this subdivision operated as one continuous yard.
8. Trackage on D.T. Ry between 72nd Ave. West and Riverside Jct. is considered industrial trackage. Rule 105 of Consolidated Code of Operating Rules applies - maximum speed 10 MPH.
9. **Interlockings Not Indicated At Stations—**

Automatic Interlocking Soo Line Crossing 1.6 miles west of Garfield Ave. Manual Interlocking DWP Jct. 2.7 miles west of Garfield Ave.

WISCONSIN DIVISION

(Brookston to Gunn) (Virginia to Kelly Lake)

NINTH AND TENTH SUBDIVISIONS

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Brookston and Gunn (via Kelly Lake)	45 MPH.
Kelly Lake and Dormer Jct.	30 MPH.
Between Kelly Lake and Emmert—Eastward trains with over 100 tons O.B. between MP 117.2 and MP 116.4 between signal 117.2 and Emmert	25 MPH.
Emmert—Between Absolute Signals of Interlocking . .	20 MPH.
Gunn—All trains over junction switches	22 MPH.
Loaded unit ore and taconite trains handling 99000 to 99699 series cars	35 MPH.
Other loaded unit ore and taconite trains	30 MPH.
Through No. 20 turnouts of sidings at Fermoy, Baden and Onega	35 MPH.
Taconite Jct.—Westward trains approach absolute signal at BN-MP 21.5	30 MPH.
On Hibbing Taconite Mine spur: Loaded taconite trains, between Mahoning yard switch and Hibbing Taconite Jct. switch Eastward trains approach signal 50.2 at BN-MP 22.2	12 MPH. 30 MPH.
This does not modify requirement of complying with signal indication.	
Through Hibbing	12 MPH.
Kelly Lake— Eastward passing signals 0.2 and 0.26 Westward passing signal 107.5	10 MPH. 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
3. **Train Register Exceptions—**

Kelly Lake—Register only for trains originating or terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)—**

Brookston and Gunn—Rule 83(B) does not apply.
 In CTC Territory—At intermediate locations Rule 83(B) will not apply when so authorized by train dispatcher.
5. **Rule 99—**When flagging is required, distance will be 2.5 miles.
6. **The following Failed Equipment Detectors protect Bridges, Tunnels or other Structures—**

MP 60.5 for Eastward movement over Bridge 59.3
 Other Failed Equipment Detectors located at—MP 29.7
7. **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(H).

Spring Switches without Facing Point Lock—
 Kelly Lake, west wye switch,
 Normal position is for Tenth Subdivision.
8. **Kelly Lake—**End of double track.

Normal position is for eastward track. Westward train and engine movements must receive permission from train dispatcher before operating this switch.

9. Semi-Automatic Interlockings—**Emmert—DM&IR crossing.**

Normal position of spring switch at west end of connection with DM&IR Ry. is lined for DM&IR. Normal position of spring switch at south end of connection with DM&IR Ry. is lined for BN track to Hibbing, signal indications are displayed accordingly. If any route other than the above normal route is to be used, trains must stop at interlocking signal and desired route lined by hand. Signal should then clear in about one minute. If signal does not clear and no conflicting movement is evident, push-button release on interlocking signal should be operated to obtain signal indication.

- 10. Virginia—Ninth Avenue west and Sixth Avenue west crossings:** Trains and engines must stop before passing over crossing and a member of crew on ground at the crossing will protect movement.

- 11. Main track switches to the following spur tracks located in CTC territory are not equipped with electric locks. Rule 268(A) applies.** Arlberg, Casco, Old Onega, Keewatin Sawmill Spur.

- 12. Between Calumet and Canisto between MP 19.8 and MP 24.0 main track will be used jointly by BN and DM&IR Rys. and authority for train movements is controlled by BN and BN rules and Special Instructions will govern.**

- 13. The main track between the end of CTC at Keewatin and the beginning of CTC at Gunn is all yard limit. Transfers must obtain permission from Train Dispatcher before occupying main track.**

- 14. At the Taconite loading facilities at Butler, Hibbing and National Taconite Plants a red and yellow light has been installed on both ends of the facilities. If all of the movable parts of the loading mechanism are clear so that the train can move through the facilities without interference, the signal will display a permission 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 facilities.

- 15. Hibbing Taconite Plant—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.**

BN Pool cabooses and BN 11900 series cabooses 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.

- 16. Main track out of service from Dormer Jct. to Sherwood Jct.**

Main track Kelly Lake to Sherwood Jct. is all yard limit and movements will be governed by Consolidated Code Rule 93.

Trains and engines will run with the current of traffic between Kelly Lake and Emmert and must keep to the left unless otherwise provided.

BN and DM&IR transfers must obtain permission of BN train dispatcher before occupying main track.

- 17. Within the Village of Hibbing, the locomotive whistle will not be sounded at any crossing or in the railroad yard except as an alarm in case of fire or to warn person on the track of immediate danger.**

- 18. Between St. Clair Jct. and Chisholm Jct.—Main track will be used jointly by BN and DM&IR Rys. and authority for train movements is controlled by DM&IR Ry. and DM&IR rules will govern.**

- 19. Crossovers on Double Track—**

Facing Point—Hibbing.

Trailing Point—Stevenson, Agnew, Hull Rust, North Mitchell, Hibbing.

WISCONSIN DIVISION

(Warroad to Tilden Jct.) (Fisher Line Jct. to Noyes)

ELEVENTH AND TWELFTH SUBDIVISIONS**1. Speed Restrictions—
Zone—Between****Maximum Speeds Permitted**

Tilden Jct. and MP 58	25 MPH.
MP 58 and Warroad	15 MPH.
Noyes Jct. and MP 81.5 one mile east of Humboldt ..	30 MPH.
MP 81.5 one mile east of Humboldt and Noyes	25 MPH.
Thief River Falls—Wye track	5 MPH.
Through Hallock	22 MPH.
Through Stephen	25 MPH.
Through Warren	30 MPH.

Item 1A, All Subdivisions, applies on Eleventh Subdivision between Tilden Jct. and MP 58 and on Twelfth Subdivision.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group D not permitted on 11th Subdivision.

Between Greenbush and Warroad trains restricted to one unit.

3. Train Register Exceptions—

Tilden Jct.—Trains will register only when directed by train order.

Roseau—Register only for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 83(B)—

Tilden Jct. and Fisher Line Jct.—Rule 83(B) does not apply.

- 5. Rule 99—**Unless otherwise provided, protection against following trains on the Eleventh subdivision is not required. When required to flag, distance will be 1.5 miles. When flagging is required on the Twelfth subdivision, distance will be 2.5 miles.

- 6. Noyes—**Burlington Northern trains moving between Noyes, Minnesota, and Emerson, Manitoba, Canada over the Canadian National's Ridgeville and Letellier subdivisions are within yard limits and will operate under the Canadian National's "Uniform Code of Operating Rules." Rule No. 93 reading as follows: "Within yard limits the main track may be used clearing the time of first and second class trains at the next station where time is shown". Protection against third class, fourth class, extra trains and engines is not required.

Third class, fourth class, extra trains and engines must move within yard limits at Restricted speed unless the main track is known to be clear.

Definition of: RESTRICTED SPEED—A speed that will permit stopping within one-half the range of vision.

Where ABS Rules, interlocking rules or signal indications require movement at restricted speed, such movement must be made at a speed that will permit stopping within one-half the range of vision, also prepare to stop short of switch not properly lined, and be on the lookout for broken rail, and in no case exceed SLOW SPEED.

Definition of: SLOW SPEED—A speed not exceeding fifteen miles per hour.

Copies of Canadian National Timetable will be retained at Noyes Depot.

Crews from BN Yard to CP yard Emerson may deliver to Emerson Yard before office staff is on duty.

7. **Noyes Jct.**—Normal position of junction switch is lined and locked for movement to Fisher Line Jct.
8. **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.
9. Maintenance of Way Rule 14 Exception applies on Eleventh Subdivision between Tilden Jct. and Warroad.

WISCONSIN DIVISION

(Allouez to Saunders)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Allouez and Saunders 12 MPH.
 Allouez—Thru car oiler 4 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 315,000 lbs. or less, minimum length 52 ft.
 220,000 lbs. ore cars not shorter than 24 ft. and 263,000 lbs. ore cars not shorter than 35 ft. may operate.
3. **Train Register Exceptions—**
Saunders—All trains register by register ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Allouez—Rule 83(B) does not apply.
Saunders—Rule 83(B) does not apply to eastward trains.
5. **Rule 99**—When flagging is required, distance will be 1 mile.
6. **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 building.
 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:
 1. Engineer will release brakes.
 2. Brakeman will set sufficient hand brakes on head end.
 3. Brakeman will turn angle cock on the head car.
 4. Take all units to the tie up track.

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

WISCONSIN DIVISION

(Manitoba Jct. to Redland Jct.)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Manitoba Jct. and Redland Jct. 25 MPH.
 Over bridge 44
 Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. and cars over 40 feet long weighing between 220,000 and 263,000 lbs. 22 MPH.
 Diesel units heavier than Group E over bridges 26, 27 and 44 10 MPH.
 Over bridge 55 15 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 Diesel units heavier than Group E not permitted.
3. **Train Register Exceptions—**
Manitoba Jct.—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Manitoba Jct. and Redland Jct.—Rule 83(B) does not apply.
 Eastward Fourteenth Subdivision trains must obtain train order authority on Minnesota First Subdivision before leaving Crookston.
5. **Rule 99**—When flagging is required, distance will be 1.5 miles.
6. **Manitoba Jct.**—Normal position of wye switch is lined and locked for West leg of wye.

WISCONSIN DIVISION

(Glyndon to Crookston Jct.) (Moorhead to M.N. Jct.)

FIFTEENTH AND SIXTEENTH SUBDIVISIONS

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Moorhead and MN Jct. 25 MPH.
 Glyndon and Crookston Jct. 25 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted on Sixteenth Subdivision.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

Eastward Fifteenth Subdivision trains operating to Glyndon thence Minnesota First Subdivision must obtain train order authority on Minnesota First Subdivision before leaving Crookston.

Glyndon, Moorhead, M.N. Jct. and Crookston Jct.—Rule 83(B) does not apply.

5. Rule 99—On Fifteenth subdivision when flagging is required, distance will be 2.5 miles. On Sixteenth subdivision when flagging is required, distance will be 1.5 miles.

6. Glyndon—Train movements over county highway 117 crossing must be protected by a member of the crew at the crossing.

Trains moving from Minnesota First Subdivision to Wisconsin Fifteenth Subdivision must stop within 50 feet of highway 10 crossing north of Glyndon to activate highway protection.

WISCONSIN DIVISION

(Calspur Jct. to Joliette)

SEVENTEENTH SUBDIVISION

**1. Speed Restrictions—
Zone—Between**

Maximum Speeds Permitted

Calspur and Joliette 25 MPH.

Grafton—over public crossings 12 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted.

3. Train Register Exceptions—

Grafton—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Calspur—Rule 83(B) does not apply.

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

6. Railroad Crossings not Indicated at Station—

Between Voss and Grafton—Eighteenth Subdivision crossing.

7. Grafton—Account curvature of turnout and track on N.P. Industrial Spur located at MP 146, cars 50 feet or longer, must be handled individually and at speed not exceeding 3 MPH.

8. Maintenance of Way Rule 14 Exception applies on this subdivision between Grafton and Joliette.

WISCONSIN DIVISION

(PA Tower to Neche) (Grafton to Walhalla)
(Hannah Jct. to Hannah)

EIGHTEENTH, NINETEENTH AND TWENTY-FIRST SUBDIVISIONS

**1. Speed Restrictions—
Zone—Between**

Maximum Speeds Permitted

Hannah Jct. and Hannah 25 MPH.

Trains handling loaded covered hoppers or any loaded tank car between MP 4 and MP 76 between Hannah Jct. and Wales 10 MPH.

PA Tower and Calspur 12 MPH.

Calspur and Neche 25 MPH.

Grafton and Walhalla 25 MPH.

PA Tower—Between absolute signals of interlocking 20 MPH.

Walhalla—Over Highway No. 32 10 MPH.

Grafton—Over public crossings 12 MPH.

Conway—Through interlocking limits at MP 23 20 MPH.

Twenty-First Subdivision—Kerry Pit tracks 5 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group D not permitted on these subdivisions.

Eighteenth and Nineteenth Subdivisions, engines in the series SD7 and SD9 must not go in on Koehmstedt Spur Minto, MRTJ Potato Spur Grafton, Mill Spur Cavalier, Mill Spur or Rutherford Spur Walhalla.

3. Train Register Exceptions—

Grafton—Trains will register when directed by train order.

Cavalier, Langdon—Register only for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 83(B)—

Grafton and Hannah Jct.—Rule 83(B) does not apply.

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

6. Automatic Interlocking Not Indicated at Station—

Inkster 6.6 miles west Soo Line Crossing

7. Railroad Crossing not Indicated at Station—

MP 38.7 between Minto and Grafton
..... Seventeenth Subdivision crossing

8. 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.

9. Maintenance of Way Rule 14 Exception Applies On:

Eighteenth subdivision between Grafton and Neche.

Nineteenth subdivision between Grafton and Walhalla.

Twenty-First subdivision between Hannah Jct. and Hannah.

WISCONSIN DIVISION

(Cass Lake to Hannah Jct.)

TWENTIETH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Cass Lake and Grand Forks		49 MPH.
Grand Forks and PA Tower	50 MPH.	49 MPH.
PA Tower and Hannah Jct.	79 MPH.	50 MPH.
Loaded unit coal, chrome, ballast, clay grain and potash trains between Hannah Jct. and Cass Lake		40 MPH.
Cass Lake—On all tracks over footwalk crossing located west of main line switch to roundhouse		10 MPH.
Grand Forks—Except for spring switch at depot when operating through turnouts, and over yard tracks No. 1 and No. 2		5 MPH.
Grand Forks Depot—When operating through spring switch		10 MPH.
When operating over turnout, over any track other than main track and while kicking cars		10 MPH.
PA Tower through turnouts of junction switch		25 MPH.
Emerado Air Base Spur	10 MPH.	
Except trains handling missiles		5 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 315,000 lbs. or less, minimum length 52 ft.
3. **Train Register Exceptions—**
Crookston—All trains register by register ticket.
Tilden Jct.—Trains register when directed by train order.
Grand Forks—Eastward freight trains register by register ticket at passenger station.
PA Tower—Register only for westward extra trains which will register by register ticket.
Bemidji, Larimore—Register only for trains originating or terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
DL Switch, Tilden Jct., Redland Jct. and Hannah Jct.—Rule 83(B) does not apply.
PA Tower—Rule 83(B) does not apply to first class trains.
5. **Rule 99**—When flagging is required, distance will be 2.5 miles.
6. **Spring Switches**—A lunar light displayed in 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 Rules 104(H).
7. **Sidings**—Loaded unit coal and Potash trains not permitted on any siding.
8. **Cass Lake**—Whistle signal must be sounded as prescribed by Rule 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.

Do not exceed 5 MPH over highway crossing 300 feet east of MP 165 account short crossing signal circuit for Highway 371. Normal speed can be resumed after engines have occupied crossing.

9. **Grand Forks**—Automatic block signal 109.2 governing eastward train and engine movements is located on left hand side of main track about 54 feet east of University spur switch.
 Locomotives not allowed on inside of shed on tracks 1 and 2 at NDSM for east 300 feet.
 Locomotives cannot go in shed of track 3 at NDSM unless permission is received from NDSM.
 Except for Amtrak trains, all trains and engines must not occupy the main track without permission of the yardmaster, except in block signal territory. All trains and engines will use westward and eastward running tracks in assigned direction unless permission is received from the yardmaster.
10. **Brainerd Jct., International Falls Jct.**—Automatic dual control switches are in service at MP 91.4 and MP 93.8.
 Rules 261 and 264 inclusive in effect between eastward absolute signals at MP 91.4 and westward absolute signals at MP 93.8.
 Switches will be automatically lined for trains approaching from Brainerd or International Falls on the Third Subdivision.
 After movement has been completed, switch will return to normal position for the Twentieth Subdivision.
 If train or engine is stopped by stop indication, train dispatcher must be contacted for permission to pass stop signal. Train dispatcher must determine if conflicting movement is evident, and if not, will instruct train crew to hand operate dual control switch per Rule 275(A) and proceed at restricted speed.
 If train dispatcher cannot be contacted, and no immediate conflicting movement is evident, member of train crew must place the selector lever on the dual controlled switch in the hand position, wait 5 minutes, and if there is no train or engine approaching on conflicting route, hand operate switch per Rule 275(A), and proceed at restricted speed. Rules 275 and 276 are modified accordingly.
 Eastward Absolute signal governing movement on Twentieth Subdivision at MP 91.4 and westward automatic block signal at MP 92.6 are located to the left of track governed.
11. **PA Tower**—Crossover switch for trains from Dakota Division Seventh Subdivision to Wisconsin Twentieth Subdivision and connecting switches are located as follows:
 G.F. Switch 0.3 miles west of PA Tower
 D.L. Switch 1.3 miles west of PA Tower
12. **Between Arvilla and Hannah Jct.**—All freight trains will make roll by inspection of both sides of train.

WISCONSIN DIVISION

(Larimore to Mayville)

TWENTY-SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Larimore and Mayville	25 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group D not permitted.

3. Train Register Exceptions—

Larimore—Register for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 83(B)—

Larimore—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When required to flag distance will be 1 mile.

6. Larimore—Normal position for east switch of the east leg of the wye will be lined for the east leg of the wye.

7. Track between Portland Jct. and Portland is considered industrial track. Rule 105 of the Consolidated Code of Operating Rules applies.

DAKOTA DIVISION

(Dilworth to Bismarck)

FIRST SUBDIVISION**1. Speed Restrictions—****Zone—Between Maximum Speeds Permitted**

Against the current of traffic on double track 49 MPH.

Loaded unit coal, chrome, talc, potash and clay and loaded C-6 grain trains 40 MPH.

Between MP 3 and MP 9, both tracks 35 MPH.

Between MP 27 and MP 28, both tracks 40 MPH.

Between MP 64.4 and MP 65.4 45 MPH.

Between MP 97.6 east of Jamestown and MP 96 west of Jamestown, both tracks 30 MPH.

All Trains—

Moorhead—All trains and yard engines stopping on main track between Fourth Street and Fourteenth Street crossing from point where stop is made until engine passes either Fourth Street or Fourteenth Street to permit proper operation of crossing signal and gates. 10 MPH.

Buffalo—Through No. 20 turnout at end of double track 30 MPH.

Valley City freight lead 20 MPH.

Jamestown—Over spring switch on westward track at west end of yard 30 MPH.

Soo Line crossing MP 192.4 35 MPH.

Bismarck—Over street crossings, 3rd to 26th Streets, including engine or leading end of all trains 35 MPH.

Through No. 20 turnouts at following locations 35 MPH.

West Fargo—Connection switch, MP 12.8.

West Fargo—Controlled crossover, MP 13.0.

Between Casselton and Surrey Line Jct. through turnouts located 1575 feet west of MP 28 and 335 feet west of MP 31.

Koldok— East and west siding switches.

Peak— East siding switch.

Eckelson— West siding switch.

Bloom— Through turnout and double track.

Eldridge— Through turnout and double track.

Windsor— East and west siding switches.

Medina— East and west siding switches.

Steele— East and west siding switches.

Driscoll— East and west siding switches.

Sterling— East siding switch.

Burleigh— West siding switch.

Pierce— East and west siding switches.

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

Signal 16.1 between Fife and Mapleton None 45 MPH.

Signal 26.5 between Mapleton and Casselton 50 MPH. 45 MPH.

Signal 190.7 between Pierce and Bismarck 55 MPH. 45 MPH.

Head end speed restrictions for eastbound freight trains:

Signal 14.6 between Fife and West Fargo None 45 MPH.

Signal 17.6 between Mapleton and Fife 55 MPH. 45 MPH.

Eastward Home Signal on Eastward track at MP 28.06 between Surrey Line Jct. and Casselton 55 MPH. 45 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 on both tracks between MP 0 and MP 16, between MP 93 and MP 96 and between MP 97 and MP 99, east of Jamestown.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

Valley City—Engines weighing in excess of Group F must not use freight lead.

Jamestown—Engines weighing in excess of Group E must not use yard tracks 7 through 12.

Spiritwood—At Ladish Malt Plant, engines not permitted on scale or inside building at east end of trackage.

3. Train Register Exceptions—

Dilworth—Register for extra trains only.

4. Clearance Provisions and Exceptions Rule 83(B)—

Moorhead Jct., Fargo, West Fargo, Surrey Line Jct., Sanborn and Bismarck—Rule 83(B) does not apply.

Jamestown—All trains must obtain a clearance.

Moorhead Jct. and Fargo—All trains must obtain verbal authority from the Fargo control operator before entering the First Subdivision.

Casselton—Eastward extra trains from the Fourth Subdivision entering the First Subdivision at Surrey Line Jct. will obtain running authority at Casselton.

5. Rule 99—When flagging is required, distance will be 2.5 miles.**6. Speed Test Boards—Engineers shall test speed of their trains passing following points as compared with Speed Table:**

Westward Trains—between MP 21 and MP 22 between Mapleton and Casselton and between MP 101 and MP 102 between Eldridge and Windsor.

Eastward Trains—between MP 189 and MP 188 between Pierce and Burleigh and between MP 88 and MP 87 between Spiritwood and Eckelson.

7. Spring Switches—

Jamestown—At west end yard, westward main track switch to yard not equipped with facing point lock.

8. Automatic Interlocking not Indicated at Station—

Soo Line Crossing, 2 miles east of Bismarck.

9. Automatic Dual Control Switch—

Eldridge, Buffalo and Bloom—

Dual control switches at end of double track are automatically operated.

Eldridge—Normal position of switch is for eastward track.

Buffalo and Bloom—Normal position of switch is for westward track.

When a train or engine is stopped by signal governing movement over these switches and no conflicting movement is evident, or when necessary to use these switches for switching purposes, they may be hand operated in accordance with Rule 275A without permission or time limits from train dispatcher. Rules 275 and 276 are modified accordingly.

Buffalo, Bloom and Eldridge—Time applies at end of double track.

10. **Sidings**—Trains and engines must not exceed 10 MPH on sidings, yard and industry tracks.

Exceptions:

Sidings at Peak, Berea, Eckelson, Spiritwood, Windsor, Medina, Ladoga and Steel.

Loaded unit coal and clay trains may use following sidings—Koldok, Peak, Berea, Eckelson, Spiritwood, Windsor, Medina, Ladoga, Steel, Sterling, Burleigh, Pierce, Bismark and Yard Tracks 2, 3, 9, and 10 in Eastbound Yard Dilworth and Yard Track No. 1 at Jamestown.

Sanborn—Trains using siding must not occupy depot crossing until crossing gates are down and lights activated.

11. **Yard Limits**—Tracks between yard limit signs east of Br. 0, east of Dilworth and MP 16, 1620 feet west of Fife will be operated as one yard.

Between Berea and Valley City Freight—Tracks between end of track sign east of Valley City Freight and Berea will be operated as one yard. Conductors of extra trains and engineers of light engines must call the operator at Valley City when on duty immediately before departure when making a movement between Berea and Valley City Freight.

Tracks between MP 94.5 east of Bloom and MP 102.5 west of Eldridge will be operated as one yard.

12. **Signal Overlap**—

Pierce—Sign governing westward trains located north of main track 4760 feet west of MP 188. Westward trains holding main track to meet an opposing train will not pass signal overlap sign before arrival of opposing train at Pierce.

Sterling—Eastward trains holding main track to meet opposing train will not pass signal at west end of siding before arrival of an opposing train at Sterling.

Driscoll—Westward trains holding main track to meet an opposing train will not pass signal at east end of siding before arrival of opposing train at Driscoll.

Dawson—Eastward trains holding main track to meet an opposing train will not pass signal at west end of siding before arrival of opposing train at Dawson.

Ladoga—Westward trains holding main track to meet an opposing train will not pass signal at east end of siding before arrival of opposing train at Ladoga.

Spiritwood—Eastward trains holding main track to meet an opposing train will not pass Signal 91.0 before arrival of opposing train at Spiritwood, if practicable, avoiding stopping tonnage trains on the ascending grade approaching Spiritwood.

Eckelson—Westward trains holding main track to meet an opposing train will not pass battery box east of flasher protected crossing between switches at Eckelson before the arrival of opposing train at Eckelson.

Sanborn—Westward trains holding main track to meet an opposing train will not pass the east road crossing before the arrival of the opposing train at Sanborn. Eastward trains holding main track to meet an opposing train will not pass the west road crossing before the arrival of opposing train at Sanborn.

Peak—Westward trains holding main track to meet an opposing train will not pass main road crossing before the arrival of the opposing train at Peak. Eastward trains holding main track to meet an opposing train will not pass the signal at the west end of the siding before the arrival of opposing train at Peak.

Buffalo—Switching moves or track occupancy for movements in a westerly direction west of the double track switch may lock up the signal circuit to Koldok. Eastward trains attempt radio coordination with opposing train to avoid delay working through signals in a stop position. Once a train leaves Koldok against signal circuitry in a stop position, the entire circuit may be at stop through Buffalo.

This is to avoid placing intermediate signals at stop position for opposing movement.

13. **Between Fargo and Dilworth**—Eastward trains must not pass Eighth Street Fargo until it is known that the route will be clear at Moorhead Jct. for their movement and verbal permission is received from Fargo control.

Moorhead Jct.—Eastward trains crossing over to westward track and westward trains entering eastward track at crossover from long lead east of 21st Street crossing must observe that crossing gates at 21st Street are down before occupying the crossing.

Interlocking governing movement over crossover between eastward and westward track just west of 21st Street grade crossing, over WOW track and crossing at grade with Second Subdivision remotely controlled by operators at Fargo passenger station.

Fargo, Dilworth, Jamestown—Roll by inspection of freight trains must be made of trains departing Dilworth, Fargo and Jamestown at speeds not to exceed 8-10 MPH in the absence of inspection being provided by other employees, crew on departing train will arrange for their own inspection.

Jamestown—Required inspection may be made between Bloom and Eldridge at the discretion of the conductor and engineer.

Fargo—Eastward trains stopping west of 27th Street must observe that crossing gates are down before occupying crossing.

Dilworth, Fargo, Moorhead, West Fargo—Eastward trains and engines approaching West Fargo on First Subdivision must contact Dilworth yardmaster before passing West Fargo and be governed by route instructions.

Westward trains and engines leaving Dilworth must contact Dilworth yardmaster before departing and be governed by route instructions.

Trains and engines before entering First Subdivision between Dilworth and West Fargo must contact Dilworth yardmaster to obtain permission and route instructions.

Trains and engines before entering Second Subdivision from First Subdivision must contact Fargo yardmaster to obtain permission and route instructions.

Eastward trains and engines from Fifth Subdivision and trains and engines moving from Eighth Subdivision before entering the Second Subdivision must contact Fargo yardmaster to obtain permission and route instructions.

Fargo yardmaster hours of assignment continuous except 10:59 p.m., Friday, until 6:59 a.m., Saturday, and 10:59 p.m., Saturday, until 6:59 a.m., Sunday. When Fargo yardmaster not on duty instructions from Dilworth yardmaster will govern.

14. **Buffalo**—Westward trains held at Buffalo between 9:00 p.m. and 7:00 a.m. for more than ten minutes will stop at least 300 feet east of east elevator track switch and remain at that location until train is ready to proceed.

Following trains delayed by trains held at Buffalo will cut grade crossings if delay is of ten minutes or longer.

15. **Valley City Low Line**—Interchange track with Soo Line is designated as trackage from switch at end of BN trackage northward to Soo Line switch north of high bridge. Placarded cars must be left in vicinity of high bridge away from the school and hospital as far as possible.

16. **Spiritwood**—At Ladish Malt, a blue light has been installed north of No. 2 track at the west corner of elevator No. 2. Flashing blue light indicates men are working on or about cars on all tracks within the plant area and cars must not be coupled into or moved. The flashing blue light will be extinguished by Ladish employees when switching may be performed within plant area.

17. **Bismarck**—Soo Line interlocking, a special track circuit is installed on the main track over the crossing. Special circuit extends one car length either side of crossing. Cuts of three cars or less must not be left on this track circuit.
18. **The following Failed Equipment Detectors protect bridges, tunnels or other structures—**
 MP 61.8 for Westward movement over Bridge 64.0
 MP 68.5 for Eastward movement over Bridge 64.0
 Other Failed Equipment Detectors located at—
 MP 25.0 Eastward track MP 117.0
 MP 48.9 MP 144.3
 MP 73.4 MP 172.7
19. The following Signals are located to the left of the track which they govern—
Dilworth—Signal governing westward movement from long lead to eastward main track Dilworth.
Koldok—Eastward governing absolute signal at west switch siding Koldok.
Spiritwood—Eastward governing absolute signal at west switch siding Spiritwood.
Bloom—Eastward governing absolute signal at end double track Bloom.
Eldridge—Westward governing absolute signal on eastward track at end double track Eldridge.
Medina—Eastward governing absolute signal at east switch siding Medina.
Medina—Ladoga—Eastward governing intermediate signals, 125.6, 127.8 and 130.6, between Medina and Ladoga.
Ladoga—Westward governing absolute signal at west switch siding Ladoga.
Dawson—Steele—Eastward governing intermediate signals, 145.0 and 147.2, between Dawson and Steele.
Steele—Eastward governing absolute signal at west switch siding Steele.
Steele—Driscoll—Eastward governing intermediate signals, 153.6 and 158.6, between Steele and Driscoll.
Driscoll—Eastward governing absolute signals at east and west switches siding Driscoll.
Driscoll—Sterling—Eastward governing intermediate signals, 164.4 and 166.8 between Driscoll and Sterling.
Sterling—Eastward governing absolute signal at east switch siding Sterling.
Burleigh—Eastward governing absolute signal at west switch siding Burleigh.
Pierce—Eastward and Westward governing absolute signals at east and west switches siding Pierce.

DAKOTA DIVISION

(Breckenridge to West Fargo)

SECOND SUBDIVISION

1. **Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
 Breckenridge and West Fargo 50 MPH.
 Loaded unit coal, chrome, talc, potash, clay and loaded
 C-6 grain trains 30 MPH.
 Jy Jct. and West Fargo 25 MPH.

Trains or engines on main routes actuating the points of Spring Switches; trains or engines through No. 20 turnouts at following locations.

Moorhead Jct. Switch 35 MPH.
 Jy Jct. Switch 35 MPH.

Fargo Psgr. Station—Using middle track from a point 300 feet on either side, and across Seventh Avenue Crossing 8 MPH.

Breckenridge—Using controlled siding over switch at MP 215.1 20 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—

Breckenridge—Extra passenger trains register by register ticket at passenger station. Other trains register at yard office.

Fargo Psgr. Station—Register for first class trains and extra passenger trains.

Fargo Yard Office—Register only for freight trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 83(B)—

Wahpeton Jct., Moorhead Jct., Moorhead, Fargo yard office, Jy Jct. and West Fargo—Rule 83(B) does not apply.

Moorhead—Trains and engines from Wisconsin Sixteenth Subdivision must not enter Second Subdivision main track without permission from control operator at Fargo Psgr. Station.

Fargo Psgr. Station—All first class trains and extra psgr. trains must obtain a clearance.

In CTC Territory—

Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.

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

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

Westward trains, between MP 16 and MP 17, approximately 4 miles west of Kent.

7. Manual Interlockings with Dual Control Switches—

Fargo—Limits of interlocking extend from westward absolute signal at junction of main tracks east of passenger station to the eastward absolute signal just west of 8th Street crossovers. Hand throw electrically locked Switches in this area are under control of operator at Fargo Psgr. Station.

Moorhead Jct.—Interlocking governing movement over crossing at grade with First Subdivision, WOW Track, junction with Second Subdivision and east Switch of connection between First Subdivision, Second Subdivision and Minnesota Fourth Subdivision remotely controlled by operator at Fargo Psgr. Station.

Interlocking governs movement over east switch of siding and junction with Second Subdivision is remotely controlled by operator at Fargo Psgr. station.

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

9. Fargo Yard Office—Trains and engines on industry tracks and on middle track at Seventh and Roberts Streets must observe that crossing signals are operating before occupying crossings.

10. **Between Kent and Comstock**—All freight trains will make roll-by inspection of both sides of train.
11. **Breckenridge**—Roll-by inspection of freight trains must be made of trains departing Breckenridge, at speeds not to exceed 8-10 MPH. In the absence of inspection being provided by other employees, crew on departing train will arrange for their own inspection.

DAKOTA DIVISION

(Wahpeton Jct. to Casselton)

THIRD SUBDIVISION

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

Loaded unit coal, chrome, talc, potash, clay and loaded
C-6 grain trains 40 MPH.

Davenport—Between absolute signals of Eleventh Sub-
division interlocking 40 MPH.

Head end speed restriction for	Up to 100	Over 100
eastbound freight trains:	tons/OB	tons/OB
Signal 256.4 located at MP 41.23	55 MPH.	50 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 between MP 1 and MP 33.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

Wahpeton Jct. and Chaffee Line Jct.—Rule 83(B) does not apply.

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

6. Speed Test Boards—Engineers shall test speed of train passing the following location then compare with speed table:

Westward trains between MP 10 and MP 11 approximately 2 miles west of Dwight.

7. Sidings—Loaded unit coal trains must not use sidings at Dwight, Colfax, Kindred or Durbin.

Do not exceed 10 MPH on following sidings:

Dwight	Colfax	Kindred	Durbin
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8. Trackage between Chaffee Line Jct. and Chaffee is considered industrial trackage. Rule 105 of Consolidated Code of Operating Rules applies—Maximum speed 12 MPH. Diesel units heavier than Group E not permitted.

9. Between Colfax and Kindred—All freight trains will make roll-by inspection of both sides of train, except local freight and empty unit coal trains.

10. Walcott—Trains and engines on siding and industry track must observe that crossing gates at street crossing are down before occupying the crossing.

DAKOTA DIVISION

(Surrey Line Jct. to Surrey)

FOURTH SUBDIVISION

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

Loaded unit coal, chrome, talc, potash, clay and loaded
C-6 grain trains 40 MPH.

Between MP 63.4 and MP 64.3 50 MPH.

Between MP 124 and MP 124.7 40 MPH.

Between absolute signals of Soo Line interlocking
between MP 182.1 and MP 182.2 50 MPH.

Trains or engines through No. 20 turnouts at following
locations 35 MPH.

Nolan—West siding switch and Fifth Subdivision
junction switch.

Luverne	east and west siding switches
Sutton	east and west siding switches
Juanita	east and west siding switches
New Rockford . .	east and west north siding switches
Heimdal	east and west siding switches
Selz	east and west siding switches
Aylmer	east and west siding switches
Guthrie	east and west siding switches
Simcoe	east and west siding switches
Surrey	All Switches

Item 1A, All Subdivisions, applies between MP 119 and MP 123.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—

Surrey Line Jct., Nolan and Surrey—Rule 83(B) does not apply.

In CTC Territory—

Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.

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

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

Eastward trains, between MP 117 and MP 116, approximately 7 miles east of New Rockford.

Westward trains, between MP 146 and MP 147, approximately 4 miles west of Hamberg.

Eastward trains, between MP 221 and MP 220, approximately 4 miles east of Surrey.

7. Automatic Interlockings not Indicated at Station—

Soo Line crossing 5.1 miles west of Aylmer.

8. The following Failed Equipment Detectors protect 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 202.3 for Westward movement over bridge 206.2

MP 209.3 for Eastward movement over bridge 206.2

Other Failed Equipment Detectors located at—

MP 19.4	MP 142.4
MP 83.7	MP 168.7
MP 110.5	MP 202.0

DAKOTA DIVISION

(Jy Jct. to Nolan) (Berthold to Crosby)
(Niobe to Boundary Line) (Stanley to Grenora)

FIFTH, TWENTY-THIRD, TWENTY-FOURTH AND TWENTY-FIFTH SUBDIVISIONS

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted
Jy Jct. and Nolan (Fifth Sub.)	50 MPH.
Berthold and Crosby (Twenty-Third Sub.)	30 MPH.
Niobe and Boundary Line (Twenty-Fourth Sub.)	25 MPH.
Stanley and MP 50 (Twenty-Fifth Sub.)	30 MPH.
MP 50 and Grenora (Twenty-Fifth Sub.)	22 MPH.
Fifth Subdivision—Loaded unit coal, chrome, talc, potash, clay and loaded C-6 grain trains	30 MPH.
Grenora—Engine or leading car over Main Street crossing.	15 MPH.
Vance—Thru turnout of west wye switch	35 MPH.
Jy Jct.—Through No. 20 turnout	20 MPH.
Item 1A, All Subdivisions, applies on Fifth Subdivision between MP 4.5 and MP 22, and on entire Twenty-Third, Twenty-Fourth and Twenty-Fifth Subdivisions.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
EXCEPT Fifth Subdivision cars over 52.5 ft. 315,000 lbs.

Twenty-Third Subdivision—Diesel units heavier than Group H not permitted between Berthold and Niobe.

Diesel units heavier than Group D not permitted between Niobe and Crosby.

Twenty-Fourth and Twenty-Fifth Subdivisions—Diesel units heavier than Group H not permitted.

3. Train Register Exceptions—

Niobe and Lignite Jct.—Register only when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Jy Jct., Nolan, Vance, Berthold, Stanley and Niobe—Rule 83(B) does not apply.

5. Rule 99—Twenty-Third, Twenty-Fourth and Twenty-Fifth Subdivisions unless otherwise provided, flagging is not required. When required to flag, distance will be 1 mile.

Fifth Subdivision when required to flag, distance will be 2.5 miles.

6. Spring Switches—Vance, west wye switch, normal position is for Fifth Subdivision.

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(H).

7. Automatic Interlockings not Indicated at Station—

Soo Line Crossing 1.5 miles east of Bowbells on Twenty-Fifth Subdivision.

8. Northgate—When using Canadian National tracks, Canadian National Railway Time Table and rules govern.

9.. Niobe, Northgate—Three (3) wheel truck locomotives should not be turned on the wye.

10. Trackage between Vance and Amenias is considered industrial track—age. Rule 105 of Consolidated Code of Operating Rules applies—maximum speed 40 MPH.

11. Larson—When switching Baukol-Noonan mine do not shove cars west of scale house on east lead.

12. Speed Test Boards—(Fifth Subdivision)—

Engineers shall test speed of their trains passing following points as compared with speed table:

Westward trains, between MP 10.7 and MP 11.7 approximately 1.5 miles east of Prosper.

13. Rule S-225—Absolute block register territory in effect on Twenty-Fifth Subdivision between Stanley and Grenora.

Register Location—Telephone booth at east wye—Stanley

14. Maintenance of Way Rule 14 Exception applies on:

Twenty-Fourth Subdivision between Niobe and Boundary Line.

Twenty-Fifth Subdivision between Stanley and Grenora.

DAKOTA DIVISION

(Minot to Williston)

SIXTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Minot and Williston	79 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.
MP 1.5 to MP 4.9 Eastward and Westward	60 MPH.	50 MPH.
MP 4.9 to MP 5.4	35 MPH.	25 MPH.
MP 5.4 to MP 11.2 Westward	60 MPH.	50 MPH.
MP 5.4 to MP 14.0 Eastward	60 MPH.	50 MPH.
MP 21 to MP 24	65 MPH.	
MP 69.0 to MP 81.8	70 MPH.	
MP 81.8 to MP 81.9 Westward	40 MPH.	50 MPH.
MP 81.8 to MP 81.9 Eastward	40 MPH.	40 MPH.
MP 81.9 to MP 95	70 MPH.	
MP 111 to MP 121 Eastward and Westward	55 MPH.	50 MPH.
Loaded unit coal, chrome, talc, potash, clay and loaded C-6 grain trains		40 MPH.
Minot—Freight trains using main track from Harrington crossing MP 200.9 to Sixteenth Street underpass MP 1.5		30 MPH.

Eastward and westward freight mains between Gavin yard and Soo Tower	30 MPH.	
West of Soo Tower trains or engines through No. 11 turnouts	12 MPH.	12 MPH.
Epping—Through equilateral turnout at end of double track	50 MPH.	50 MPH.
Tioga—Engines on north L.P.G. track must not exceed	10 MPH.	
Trains or engines through No. 20 turnouts at following locations	35 MPH.	35 MPH.
W.L. Switch . . . End of double track east end of Gassman Bridge.		
Gassman Switch . . . End of double track west end Gassman Bridge.		
Des Lacs End of double track.		
Berthold East and west siding switch.		
Blaisdell East and west siding switch.		
Stanley East and west switches of control sidings north and south of main track.		
Temple East and west siding switch.		
Ross East and west siding switch.		

Item 1A, All Subdivisions, applies between MP 20 and MP 25, between MP 68 and MP 105 and on both tracks between MP 105 and MP 118.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—

Soo Tower—Register for first class trains, extra passenger trains and freight trains originating or terminating at Minot will register by register ticket.

Williston—Register only for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 83(B)—

Minot—Montana Division freight trains which do not change crews at Williston and first class and extra passenger trains will obtain Montana Division clearances at Soo Tower which will clear train at Williston.

Minot—Trains originating obtain clearance at Soo Tower.

Minot, Berthold and Stanley—Rule 83(B) does not apply.

Running authority is not required for extra trains moving with the current of traffic where Rules 251-254 are in effect.

Dakota Division clearance received at Havre will clear the train at Williston.

Williston—Rule 83(B) does not apply to first class and extra passenger trains. Train and engine crews handling passenger trains will deliver all train orders, clearances and messages to relieving crews.

In CTC Territory—

Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.

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

6. Speed Test Boards—

Engineers shall test speed of their trains passing following points as compared with speed table:

Westward trains, between MP 18 and MP 19 west of Lone Tree.

Eastward trains, between MP 91.5 and MP 92.5, approximately 1 mile east of Ray.

7. The following signals are located adjacent to the left of the track which they govern:

Stanley	Eastward governing absolute signal at west switch of north controlled siding.
	Eastward governing absolute signal at east switch of north controlled siding.
Ross	Westward governing absolute signal on siding at west switch.
Temple	Westward governing absolute signal on siding at west switch.
Wheelock	Westward governing absolute signal on siding at west switch.
Epping	Eastward governing absolute signal on westward main track end of double track.
	Eastward governing approach signal on westward main track 8500 ft. west of end of double track.

8. Semi-Automatic Interlockings—

W.L. Switch—Gassman Switch, end of double track and single track over bridge, Gassman Bridge.

The Interlocking Signal Limits, of this interlocking include all trackage between westward absolute signal at "W.L. Switch" and eastward absolute signal at "Gassman Switch".

Both the switch at "W.L. Switch" and the switch at "Gassman Switch" are electrically controlled and operate automatically for all train movements with the current of traffic.

The train on any approach control section first receiving a "Proceed" indication of the governing absolute signal will proceed, regardless of class.

When a train is stopped by the stop indication and no immediate conflicting train movement is evident, member of crew shall communicate with the train dispatcher for instructions for handling dual controlled switches.

9. Between end of CTC Minot and end of double track Soo Tower there is no superiority of trains. That portion of Consolidated Code of Operating Rule 93 reading, "Within yard limits the main track may be used, clearing the time of first class trains when due to leave the last station where time is shown" does not apply between these two points. All train and engine movements must move within these limits prepared to stop short of train, engine, car, stop signal, derail or switch not properly lined and prepared to stop in one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. To avoid delays to first class trains, all trains and engines using the main track between end of double track Soo Tower and beginning of CTC Minot must contact either the Soo Tower operator or the Gavin yard operator by radio for information relative to overdue first class trains.

10. Williston—Eastward trains originating will in the absence of inspection being provided by other employees, arrange for roll by inspection of both sides of their own train at speed not to exceed 10 MPH.

11. The following Failed Equipment Detectors protect bridges, tunnels or other structures—

MP 2.1 for Westward movement over bridge 122.8

MP 8.5 for Eastward movement over bridge 122.8

Other Failed Equipment Detectors located at—

MP 19.5 MP 67.5

MP 46.5 MP 92.1

DAKOTA DIVISION

(Fargo Yard Office to D.L. Switch)

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Passenger	Freight
Fargo yard office and D.L. Switch . . .	70 MPH.	50 MPH.
MP 36 to MP 38	65 MPH.	
Loaded unit coal, chrome, talc, potash and clay trains		40 MPH.
Hillsboro—On old Beet track		5 MPH.
Trains or engines through No. 20 turnouts of sidings at Hillsboro and Gardner		35 MPH.
Between F.O. Switch and D.L. Switch	10 MPH	10 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
3. **Train Register Exceptions—**

West Grand Forks—NRPC trains will register by register ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**

Fargo Yard Office, F.O. Switch and D.L. Switch—Rule 83(B) does not apply.

West Grand Forks—NRPC trains must obtain a clearance.
5. **Rule 99—**When flagging is required, distance will be 2.5 miles
6. **Speed Test Boards—**Engineers shall test speed of their train passing the following points as compared with speed table:

Westward trains, between MP 33 and MP 34 between Harwood and Argusville.

Eastward trains, between MP 90 and MP 89 between F.O. Switch and Thompson.
7. **Grandin—**When switching at Gunkelman Seed Warehouse, engine may not go beyond west end of platform on track serving platform account insufficient clearance.
8. **Between Grandin and Hillsboro and between Cummings and Reynolds—**Freight trains will make roll-by inspection of both sides of train except local freight and empty unit coal trains.
9. **Sidings—**

Loaded unit coal trains must not use any sidings except Hillsboro.

All trains do not exceed 10 MPH on following sidings:

Harwood	Argusville	Gardner
Grandin	Cummings	Buxton
Reynolds	Thompson	
10. **Failed Equipment Detectors Protecting Bridges, Tunnels or other Structures—**None.

Other Failed Equipment Detectors located at—

MP 35.6
MP 91.1

DAKOTA DIVISION

(Hannah Jct. to Minot)

EIGHTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Passenger	Freight
Hannah Jct. and Minot	79 MPH.	50 MPH.
MP 27 to MP 69	70 MPH.	
MP 69 to MP 76	65 MPH.	
MP 76 to MP 84.4	70 MPH.	
MP 84.4 to MP 86.4	30 MPH.	30 MPH.
MP 86.4 to MP 87.2	60 MPH.	
MP 105.2 to MP 105.5	70 MPH.	
MP 114 to MP 147	50 MPH.	40 MPH.
MP 147 to MP 163.4	60 MPH.	40 MPH.
MP 163.4 to MP 167	50 MPH.	40 MPH.
MP 167 to MP 196	60 MPH.	40 MPH.
Surrey—Over all switches		35 MPH.
Eastward and westward freight mains between Gavin yard and Soo Tower		30 MPH.
Minot—Freight trains using main track from Harrington crossing, MP 200.9 to Sixteenth Street Underpass, MP 1.5		30 MPH.
Loaded unit coal, chrome, talc, potash, and clay trains		30 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.
Signal 483.9 on westward freight main at Minot	None	25 MPH.
Signal 484.7 on westward freight main at Minot	None	25 MPH.
Signal 485.3 on westward freight main at Minot	None	25 MPH.
Signal 485.5 on main track at Minot	None	25 MPH.
Signal 486.3 on westward freight main at Minot	25 MPH.	20 MPH.
Signal 486.9 on westward freight main at Minot	12 MPH.	12 MPH.
Westward home signal on westward freight main at end of double freight tracks at Minot, Signal 2-L	15 MPH.	15 MPH.
Westward home signal on westward freight main at end of double freight track at J.D. Interlocking at Minot Signal 8-L	None	25 MPH.

Head end speed restriction for eastbound freight trains as follows:

Signal 485.4 on eastward freight main at Minot	None	25 MPH.
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If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.

Trains or engines through No. 20 turnouts at following locations 35 MPH.

Michigan—East and West Siding Switches.

Lakota—East and West Siding Switches.

Item 1A, All Subdivisions, applies between MP 31 and MP 196.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

Devils Lake—Diesel units heavier than Group E not permitted on industry tracks and wye track.

Leeds—Diesel units heavier than Group E not permitted on track-age south of main line.

3. Train Register Exceptions—

Lakota—Trains register only when directed by train order.

Devils Lake—First class trains register by register ticket.

Gavin Yard—Register only for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 83(B)—

Hannah Jct., Lakota, Churchs Ferry, Rugby, Towner, Granville, Surrey and Minot—Rule 83(B) does not apply.

Devils Lake—All trains will require clearance.

In CTC Territory—

Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.

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

6. Speed Test Boards—Engineers shall test speed of their train passing the following points as compared with speed table:

Eastward trains, between MP 79 and MP 78 between Keith and Crary.

Westward trains, between MP 94 and MP 95, approximately 8 miles west of Devils Lake.

Eastward trains, between MP 185 and MP 184, approximately 5 miles east of Norwich.

7. Automatic Interlockings not Indicated at Station—

Soo Line RR Crossing 4.7 miles west of Devils Lake

8. Trackage between York and Wolford is considered industrial track-age. Rule 105 of Consolidated Code of Operating Rules applies—Maximum speed 35 MPH.

Diesel units heavier than Group D not permitted.

Trackage between Gavin Yard and Tatman is considered industrial track-age, Rule 105 of the Consolidated Code of Operating Rules applies. A member of crew must be on ground and protect all movements where Tatman Air Base spur crosses Highway 83. Maximum speed 12 MPH.

9. Between Gavin Yard and Soo Tower—

Eastward and westward freight main in service between Soo Tower interlocking and Gavin Yard. Automatic block signals in service on these tracks. Crossover switches when not being used must be left lined and locked in normal position on both the freight main and switching lead. All movements entering on these tracks at hand operated switches must contact the operators at Gavin Yard and Soo Tower by radio or telephone before operating the switch for the intended movement, inquire as to other train and engine movements on these tracks and be governed by the operator's instructions.

First track north of main track is eastward freight main and second track north of main track is westward freight main.

Rule 513 of the Consolidated Code of Operating Rules is in effect on these tracks.

10. Between end of CTC Minot and end of double track Soo Tower there is no superiority of trains. That portion of Consolidated Code of Operating Rule 93 reading, "Within Yard Limits the main track may be used, clearing first class trains when due to leave the last station

where time is shown" does not apply between these two points. All train and engine movements must move within these limits prepared to stop short of train, engine, car, stop signal, derail or switch not properly lined and prepared to stop in one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. To avoid delays to the first class trains, all trains and engines using the main track between end of double track Soo Tower and beginning of CTC Minot must contact either the Soo Tower operator or the Gavin Yard operator by radio for information relative to overdue first class trains.

11. Between Michigan and Doyon, between Churchs Ferry and York and between Towner and Granville—Freight trains will make roll-by inspection of both sides of train.

Devils Lake—Roll by inspection of freight trains must be made of trains departing Devils Lake at speeds not to exceed 8-10 MPH. In the absence of inspection being provided by other employees, crew on departing train will arrange for their own inspection.

12. Failed Equipment Detectors Protecting Bridges, Tunnels or other Structures—None.

Other Failed Equipment detectors located at—

MP 34.0

MP 92.5

DAKOTA DIVISION

(Vance to Blanchard) (Erie Jct. to Clifford) (Churchs Ferry to Rolla)
(Rugby to Antler) (Towner to Newburg) (Granville to Sherwood)
(Nolan to Warwick) (Lakota to Sarles) (Devils Lake to Hansboro)

NINTH, TENTH, EIGHTEENTH, TWENTIETH, TWENTY-FIRST, TWENTY-SECOND, TWENTY-SIXTH, TWENTY-SEVENTH AND TWENTY-EIGHTH SUBDIVISIONS

1. Speed Restrictions—Zone—Between

Maximum Speeds Permitted

Vance and Blanchard	(Ninth Sub.)	30 MPH.
Erie Jct. and Clifford	(Tenth Sub.)	25 MPH.
Churchs Ferry and Rolla	(Eighteenth Sub.)	40 MPH.
Rugby and Antler	(Twentieth Sub.)	30 MPH.
Towner and Newburg	(Twenty-First Sub.)	22 MPH.
Granville and Sherwood	(Twenty-Second Sub.)	25 MPH.
Nolan and Warwick	(Twenty-Sixth Sub.)	35 MPH.
Lakota and Sarles	(Twenty-Seventh Sub.)	35 MPH.
Devils Lake and Hansboro . . .	(Twenty-Eighth Sub.)	22 MPH.
Twenty-Sixth Subdivision—		
Diesel units heavier than group E		22 MPH.
Devils Lake—Soo Line crossing on Twenty-Eighth Subdivision		12 MPH.
Devils Lake—Hansboro—Twenty-Eighth Subdivision		
When handling loaded C-6 covered hopper cars and loaded tank cars weighing in excess of 220,000 lbs. between MP 0 and MP 66		12 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

EXCEPT:

On Ninth Subdivision—Cars over 52.5 ft. long 315,000 lbs.

Twenty-First Subdivision—Cars heavier than 220,000 lbs. not permitted

Ninth, Tenth, Twenty-Second, Twenty-Seventh, and Twenty-Eighth Subdivisions—Diesel units heavier than Group D not permitted, except on Twenty-Eighth Subdivision, diesel units heavier than Group H not permitted on wye at Lakota and between MP 0 and MP 2.5 and only two units of Group B, C, and D permitted on Tenth Subdivision.

Eighteenth Subdivision—Churchs Ferry to Rolla. Diesel units heavier than Group E not permitted. Group E one unit only. Groups B, C, and D, not more than two units.

Twentieth Subdivision—Diesel units heavier than Group H not permitted between Rugby and Westhope and diesel units heavier than Group D not permitted between Westhope and Antler.

Twenty-First Subdivision—Diesel units heavier than Group D not permitted and limited to one unit of Groups B, C and D.

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—**

Vance, Erie Jct., Churchs Ferry, Rugby, Towner, Granville, Nolan and Lakota—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, flagging is not required on these subdivisions. When required to flag, distance will be 1 mile.**6. Rugby—Normal position of north wye switch at Rugby is for west leg of wye.****7. Railroad Crossings not Indicated at Station—**

Soo Line Crossing 3.8 miles east of Munich— (Twenty-Seventh Sub.)

Soo Line Crossing 3.7 miles east of Bocket— (Twenty-Seventh Sub.)

Soo Line Crossing 4.0 miles east of Newburg— (Twenty-First Sub.)

Soo Line Crossing 0.2 miles west of Devils Lake— (Twenty-Eighth Sub.)

8. Rule S-225—Absolute block register territory in effect on Ninth Subdivision between Vance and Blanchard.

Register location—Telephone booth at Vance.

Rule S-225—Absolute block register territory in effect on Tenth Subdivision between Erie Jct. and Clifford.

Register Location—Telephone booth at Erie Jct.

Rule S-225—Absolute block register territory in effect on Eighteenth Subdivision between Churchs Ferry and Rolla.

Register Location—Depot building at Churchs Ferry.

Rule S-225—Absolute block register territory in effect on Twentieth Subdivision between Rugby and Antler.

Register Location—Depot building at Rugby.

Rule S-225—Absolute block register territory in effect on Twenty-First Subdivision between Towner and Newburg.

Register Location—Depot building at Towner.

Rule S-225—Absolute block register territory in effect on Twenty-Second Subdivision between Granville and Sherwood.

Register Location—Depot building at Granville.

Rule S-225—Absolute block register territory in effect on Twenty-Sixth Subdivision between Nolan and Warwick.

Register Location—Telephone booth at Jct. Switch Nolan.

Rule S-225—Absolute block register territory in effect on Twenty-Seventh Subdivision between Lakota and Sarles.

Register Location—Telephone booth at Lakota.

Rule S-225—Absolute block register territory in effect on Twenty-Eighth Subdivision between Devils Lake and Hansboro.

Register Location—Depot building at Devils Lake.

Trains must obtain oral or message authority from train dispatcher prior to entering these subdivisions.

9. Maintenance of Way Rule 14 Exception applies on:

Ninth Subdivision between Vance and Blanchard.

Tenth Subdivision between Erie Jct. and Clifford.

Eighteenth Subdivision between Churchs Ferry and Rolla.

Twentieth Subdivision between Rugby and Antler.

Twenty-First Subdivision between Towner and Newburg.

Twenty-Second Subdivision between Granville and Sherwood.

Twenty-Sixth Subdivision between Nolan and Warwick.

Twenty-Seventh Subdivision between Lakota and Sarles.

Twenty-Eighth Subdivision between Devils Lake and Hansboro.

DAKOTA DIVISION

(Fargo to Streeter)

ELEVENTH SUBDIVISION**1. Speed Restrictions—**

Zone—Between **Maximum Speeds Permitted**

Fargo and Streeter 35 MPH.

Between Fargo and Horace, over 13th Avenue South and over 17th Avenue South between MP 1.56 and MP 1.75 until leading end of movement has occupied crossings 12 MPH.

Between absolute signals of Third Subdivision interlocking between MP 18.2 and MP 18.3 20 MPH.

Between absolute signals of Soo Line interlocking between MP 43 and MP 43.1 20 MPH.

Diesel engines and cars in excess of 248,000 lbs:

Fargo and Edgeley 30 MPH.

Edgeley and Streeter 22 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Diesel units heavier than Group E not permitted.

3. Train Register Exceptions—

Independence, Lamoure—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 83(B)—

Fargo, Independence and Lamoure—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise provided, flagging is not required between Fargo and Independence and between Lamoure and Streeter. When required to flag, distance will be 1.5 miles.**6. Automatic Interlocking not Indicated at Stations—**

Soo Line Crossing—2.6 miles west of Sheldon.

7. **Independence**—Normal position of west switch is lined for Sixteenth Subdivision.
8. **Lamoure**—Normal position of main line junction switch is for movement from Twelfth Subdivision to Sixteenth Subdivision.
9. **Edgeley Jct.**—Normal position of switch is for through movement between Berlin and Jud.
Track between Edgeley Jct. and Edgeley is considered industry track. Rule 105 of the Consolidated Code of Operating Rules applies.
10. Maintenance of Way Rule 14 Exception applies between Fifteenth Subdivision switch Lamoure and Streeter.

DAKOTA DIVISION

(Casselton to Marion) (Sanborn to Binford)
(Pingree to Wilton) (Carrington to Turtle Lake)

TWELFTH, THIRTEENTH, FOURTEENTH AND SEVENTEENTH SUBDIVISIONS

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted
Casselton and Marion (Twelfth Sub.)	40 MPH.
Between absolute signal of interlocking 8.8 miles west of Alice (Twelfth Sub.)	20 MPH.
Sanborn and Binford (Thirteenth Sub.)	30 MPH.
Pingree and Wilton (Fourteenth Sub.)	25 MPH.
Carrington and Turtle Lake (Seventeenth Sub.)	25 MPH.
Diesel units and cars in excess of 248,000 lbs. between: Casselton and Embden	22 MPH.
Carrington and Skyeston	12 MPH.

Item 1A, All Subdivisions applies.

2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
250-ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 pounds.
Twelfth and Seventeenth Subdivisions—
Diesel units heavier than Group D not permitted.
Thirteenth and Fourteenth Subdivisions—
Diesel units heavier than Group E not permitted.
3. **Train Register Exceptions**—None.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Sanborn, Pingree and Carrington—Rule 83(B) does not apply.
5. **Rule 99**—Unless otherwise provided, flagging is not required on these Subdivisions. When required to flag, distance will be 1 mile.
6. **Automatic Interlocking Not Indicated at Station**—
Soo Line Crossing 8.8 miles west of Alice (Twelfth Sub.)
7. **Rule S-225**—Absolute block register territory in effect on Thirteenth subdivision between Hannaford and Binford.
Register Location—Telephone booth at Hannaford.
Rule S-225—Absolute block register territory in effect on Fourteenth subdivision between Pingree and Wilton.

Register Location—Depot building at Pingree.

Rule S-225—Absolute block register territory in effect on Seventeenth subdivision between Carrington and Turtle Lake.

Register Location—Telephone booth at wye—Carrington.

Trains must obtain oral or message authority from the train dispatcher prior to entering these subdivisions.

8. Maintenance of Way Rule 14 Exception applies on:
Twelfth Subdivision between Casselton and Marion.
Thirteenth Subdivision between Hannaford and Binford.
Fourteenth Subdivision between Pingree and Wilton.
Seventeenth Subdivision between Carrington and Turtle Lake.

DAKOTA DIVISION

(Oakes to Esmond) (McKenzie to Eureka)

FIFTEENTH AND SIXTEENTH SUBDIVISIONS

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted
Oakes and Jamestown (Fifteenth Sub.)	30 MPH.
Jamestown and Carrington (Fifteenth Sub.)	40 MPH.
Carrington and Oberon (Fifteenth Sub.)	25 MPH.
Oberon and Esmond (Fifteenth Sub.)	12 MPH.
McKenzie and Linton (Sixteenth Sub.)	30 MPH.
Linton and Eureka (Sixteenth Sub.)	22 MPH.

Item 1A, All Subdivisions, applies.

2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
250-ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 pounds.
Exception:
Between Linton and Eureka cars heavier than 220,000 lbs. not permitted.
Fifteenth Subdivision—
Between Oakes and Independence and between Oberon and Esmond, diesel units heavier than Group D not permitted. Between Independence and New Rockford, diesel units heavier than Group H not permitted. Between New Rockford and Oberon, diesel units heavier than Group E not permitted.
Sixteenth Subdivision—
Diesel units heavier than Group D not permitted.
3. **Train Register Exceptions**—
Independence and Lamoure—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
Pingree and Carrington—Rule 83(B) does not apply.
Jamestown—All trains require a clearance.
5. **Rule 99**—On Fifteenth Subdivision, unless otherwise provided, flagging is not required between Oakes and Jamestown and between New

Rockford and Esmond. When required to flag, distance will be 1.5 miles. On Sixteenth Subdivision, unless otherwise provided, flagging is not required. When required to flag, distance will be 1 mile.

6. Trackage between Oberon and Minnewaukan is considered industrial trackage. Rule 105 of Consolidated Code of Operating Rules applies—maximum speed 25 MPH.

Diesel units heavier than Group E not permitted.

7. **Jamestown**—First Subdivision special instructions govern.
8. **Railroad Crossings not Indicated at Station—**
Soo Line Crossing—6.4 miles west of Zeeland (Sixteenth Sub.).
9. Maintenance of Way Rule 14 Exception applies on:
Fifteenth Subdivision between Oakes and Independence and between New Rockford and Esmond.
Sixteenth Subdivision between McKenzie and Eureka.

DAKOTA DIVISION

(Breckenridge to Ellendale)

NINETEENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Breckenridge and MP 117 Milnor 22 MPH.
MP 117 Milnor and MP 149 Oakes 10 MPH.
Ludden Jct. and Ellendale 25 MPH.
Item No. 1A, All Subdivisions, applies between Wahpeton and Milnor.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Except between Milnor—MP 117, and Oakes—MP 148 cars in excess of 220,000 pounds not permitted.
Ludden Jct. to Ellendale 177,000 lbs.
Between Breckenridge and Oakes—
Diesel units heavier than Group E not permitted.
Between Ludden Jct. and Ellendale—
Diesel units heavier than Group C not permitted and units in Group B and C restricted to one unit only.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**Unless otherwise provided, flagging is not required. When required to flag, distance will be 1 mile.
6. **Yard Limits—**Tracks between yard limit signs east of Breckenridge and west of Wahpeton operated as one yard.
7. **Roll by Inspection—**Both sides of all freight trains at speeds not exceeding 10 MPH must be made by train crews at their initial station.

RADIO INFORMATION

MINNESOTA DIVISION

Base Stations	Channel	Hours in Operation
Northtown Disprs. Ofc.	1	Continuous
Willmar Disprs. Ofc.	1	Continuous
Wayside Stations		
St. Croix Tower	1	Continuous
Oakland Tower	1	Continuous
	1	Continuous
	2 for yard forces in St. Paul	
Daytons Bluff	1	Continuous
	2 for yard forces in St. Paul	Continuous
Westminster Tower	1	Continuous
	2 for yard forces in St. Paul	Continuous
Midway	1	Continuous
	2 for yard forces in St. Paul	Continuous
St. Anthony Tower	1	Continuous
	3 for yard forces in Mpls.	Continuous
35th Avenue	1	Continuous
	4 for yard forces in Northtown	Continuous
Northtown	1	Continuous
	4 for yard forces in Northtown	Continuous
Coon Creek	1	Continuous
Anoka	1	Continuous
Elk River	1	Continuous
St. Cloud	1	Continuous
	2 for yard forces	Continuous
Little Falls	1	Continuous
Staples	1	Continuous
Wadena	1	Continuous
Detroit Lakes	1	Continuous
Dilworth	1	Continuous
Delano	1	Continuous
Hutchinson	1	8:00 am-5:00 pm Mon. thru Fri.
Litchfield	1	Continuous
Willmar	1	Continuous
Benson	1	Continuous
Morris	1	Continuous
Campbell	1	Continuous
Breckenridge	1	Continuous
Sauk Centre	1	8:00 am-4:00 pm Mon. thru Fri.
Alexandria	1	Unattended
Fergus	1	7:30 am-11:30 pm Daily
Barnesville	1	8:00 am-4:00 pm Mon. thru Fri.
Granite Falls	1	Continuous
Marshall	1	Continuous
Pipestone	1	Continuous
Garretson	1	Continuous
Sioux Center	1	Continuous
Sioux City	1	Continuous
Sioux City	2 for yard forces	Continuous
Appleton	1	8:00 am-5:00 pm Mon. thru Fri.
Nassau	1	8:00 am-5:00 pm Mon. thru Fri.
Watertown	1	Continuous
Willow Lake	1	Unattended
Huron	1	7:00 am-4:00 pm Mon. thru Fri.
Sumit	1	Continuous
Aberdeen	1	Continuous
Mobridge	1	Continuous
Clara City	1	8:00 am-4:00 pm Mon. thru Fri.
Sioux Falls	2 for yard forces	Continuous

SPECIAL INSTRUCTIONS

WISCONSIN DIVISION

Langdon

1

7:00 am-4:00 pm
Mon. thru Fri.

Base Stations	Channel	Hours in Operation
Superior Disprs. Office	1	Continuous
Northtown Disprs. Office	1	Continuous

RADIO INFORMATION

Wayside Stations

Allouez	1	Continuous
Superior	1	Continuous
Duluth	1	Continuous
	2 for yard forces	Continuous
Saunders	1	Continuous
Nickerson	1	Continuous
Hinckley	1	Continuous
Cambridge	1	Continuous
Coon Creek	1	Continuous
Carlton	1	Continuous
Kelley Lake	1	Continuous
Calumet	1	Continuous
McGregor	1	Continuous
Deerwood	1	8:00 am-5:00 pm Mon. thru Fri.

Central Ave.	1	Continuous
Wisconsin Drawbridge	1	Continuous

	2 for yard forces	Continuous
Minnesota Drawbridge	1	Continuous
	2 for yard forces in Duluth	Continuous

Grassy Point Drawbridge	1	Continuous
	2 for yard forces	Continuous

Brainerd	1	Continuous
Staples	1	Continuous
Floodwood	1	Continuous
Grand Rapids	1	Continuous
Cass Lake	1	Continuous
International Falls	1	9:00 am-6:00 pm Mon. thru Fri.

Bemidji	1	7:00 am-11:00 pm Mon. thru Fri.
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Bagley	1	Continuous
Fosston	1	Continuous
Roseau		7:00 am-11:00 am 3:30 pm-4:00 pm

Thief River Falls	1	8:00 am-5:00 pm Mon. thru Fri.
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Crookston	1	Continuous
Noyes	1	Continuous
Hallock	1	Continuous
Stephen	1	8:00 am-5:00 pm Mon. thru Fri.

Warren	1	Continuous
Grafton	1	Continuous
Grand Forks	1	Continuous

	2 for yard forces in Grand Forks	Continuous
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PA Tower	1	Continuous
	2 for yard forces in Grand Forks	Continuous

Emerado	1	8:00 am-5:00 pm Mon. thru Fri.
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Larimore	1	Continuous
Park River	1	8:00 am-5:00 pm Mon. thru Fri.

DAKOTA DIVISION

Base Stations	Channel	Hours in Operation
Northtown Disprs. Office	1	Continuous
Minot Disprs. Office	1	Continuous

Wayside Stations

Dilworth	1	Continuous
	2 for yard forces	Continuous
Hillsboro	1	Continuous
Fargo	1	Continuous
	2 for yard forces	Continuous
Kindred	1	Continuous
Breckenridge	1	Continuous
Oakes	1	8:00 am-5:00 pm Tues. thru Sat.

Lakota	1	Continuous
Devils Lake	1	Continuous
Churchs Ferry	1	Continuous
Rugby	1	Continuous
Towner	1	Continuous
Nolan	1	Continuous
Hannaford	1	Continuous
Juanita	1	Continuous
New Rockford	1	Continuous
Selz	1	Continuous
Aylmer	1	Continuous
Karlsruhe	1	Continuous
Gavin Yard	1	Continuous
	2 for yard forces	Continuous

Casseltown	1	Continuous
Buffalo	1	Continuous
Valley City	1	Continuous
Sanborn	1	Continuous
Jamestown	1	Continuous
Medina	1	Continuous
Tappen	1	Continuous
Steele	1	Continuous
McKinzie	1	Continuous
Minot	1	Continuous
Berthold	1	Continuous
Stanley	1	Continuous
Tioga	1	Continuous
Wheelock	1	Continuous

FASCIMILE DEVICES FOR DELIVERING TRAIN ORDERS LOCATED AT:

Minnesota Division: Staples, Aberdeen, Milbank, Mobridge, Mitchell.

Wisconsin Division: International Falls, Soo Jct., Dear River.

Dakota Division: Jamestown.

CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer	St. Paul, Mn.
Dr. Robert D. Hart, Asst. Chief Medical Officer	St. Paul, Mn.

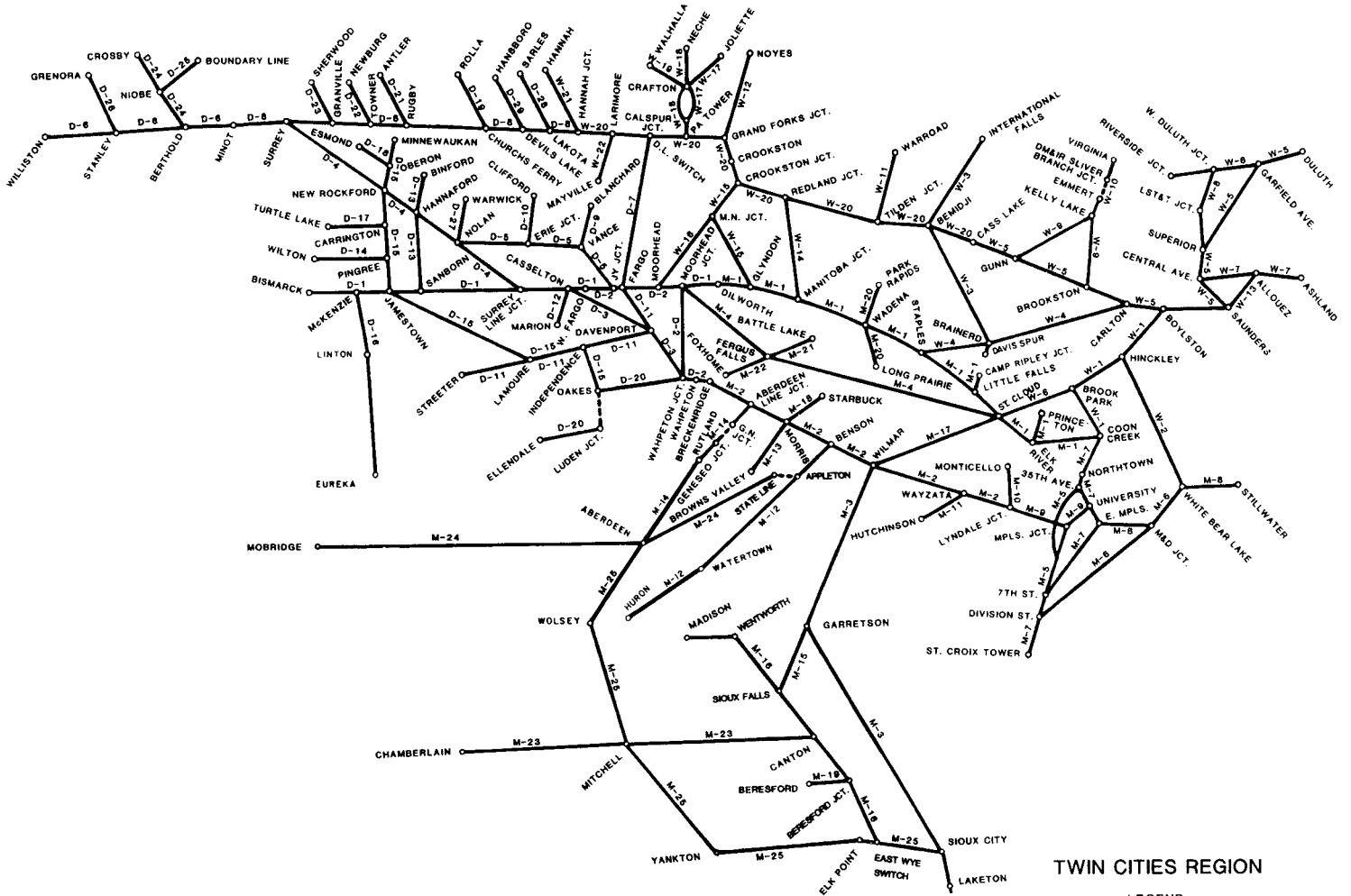
MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. A. C. Vogele	Aberdeen	Dr. Malcolm A. McCannel	Minneapolis
Dr. Douglas E. Perkins	Alexandria	Dr. T. A. Langager	Minot
Dr. L. C. Lundsten	Bemidji	Dr. R. L. Odegard	Minot
Dr. Roger J. Bauer	Benson	Dr. Burton G. Olson	Minot
Dr. R. P. Griffin	Benson	Dr. Michael Haley	Mitchell, S.D.
Dr. R. J. Dunnigan	Bismarck	Dr. John A. Gjevre	Moorhead
Dr. R. L. Jennings	Bismarck	Dr. R. A. Rossberg	Morris
Dr. John H. Aga	Brainerd	Dr. Jack Guy	New London
Dr. William J. Knipp	Brainerd	Dr. Robert H. Delano	Northwood
Dr. C. W. Jacobson	Breckenridge	Dr. T. J. Bloedel	Osseo
Dr. G. E. Larson	Cambridge	Dr. Henry A. Korda	Pelican Rapids
Dr. Mark H. Brakke	Coon Rapids	Dr. J. L. Delmore, Jr.	Roseau
Dr. J. F. Wethington	Coon Rapids	Dr. W. R. Fox	Rugby
Dr. R. N. de Niord	Crookston	Dr. Everett J. Schmitz	St. Cloud
Dr. R. O. Sather	Crookston	Dr. Vernon E. Neils	St. Cloud
Dr. John K. Wood	Crookston	Dr. D. M. Van Nostrand	St. Cloud
Dr. M. S. Nandra	Crosby	Dr. R. M. Ahrens	St. Paul
Dr. Joseph C. Houts	Dassel	Dr. Robert S. Flom	St. Paul
Dr. J. B. Rutledge	Detroit Lakes	Dr. Darrel E. Westover	St. Paul
Dr. M. E. Odland	Detroit Lakes	Dr. J. W. LaFave	St. Paul
Dr. J. F. Knapp	Detroit Lakes	Dr. Felix Gudio	St. Paul
Dr. E. S. Lorentzen	Detroit Lakes	Dr. J. E. Brown	St. Paul
Dr. R. Donald McBane	Devils Lake	Dr. Charles W. Hauser	St. Paul
Dr. G. W. Toomey	Devils Lake	Dr. Richard J. Webber	St. Paul
Dr. Roy R. Juntunen	Duluth	Dr. L. G. Edwards	St. Paul
Dr. John E. Power, Jr.	Duluth	Dr. M. W. Lufkin	St. Paul
Dr. Henry Norum	Fargo	Dr. Donald C. Sterner	St. Paul
Dr. Eusebio R. Mendoza	Fargo	Dr. John C. Grant	Sauk Centre
Dr. C. M. Hunter	Fargo	Dr. Julian F. DuBois, Jr.	Sauk Centre
Dr. D. C. Kana	Fargo	Dr. A. L. McGilvra	Sioux Center
Dr. James T. Talbot	Fargo	Dr. H. E. Rudersdorf	Sioux City
Dr. George A. Sather	Fosston	Dr. James E. Reeder	Sioux City
Dr. M. W. Scheflo	Grafton	Dr. John W. Donahoe	Sioux Falls
Dr. W. P. Teevens	Grafton	Dr. E. A. Pasek	Sioux Falls
Dr. Walter C. Dailey	Grand Forks	Dr. R. J. Lelwica	Staples
Dr. William T. Powers	Grand Forks	Dr. W. I. Mennis	Staples
Dr. Daniel W. Goodwin	Grand Forks	Dr. H. V. Pearson	Stillwater
Dr. L. J. Prochaska	Grand Forks	Dr. Wm. D. Berg	Superior, WI
Dr. John B. Evensta	Grand Rapids	Dr. Enzo Krah	Superior
Dr. Carl L. Lundell	Granite Falls	Dr. E. G. Stack	Superior
Dr. Charles W. Decker	Hibbing	Dr. Roger T. Thompson	Superior
Dr. John J. Muller	Hibbing	Dr. Neil A. MacDonald	Valley City
Dr. Robert W. McLean	Hillsboro	Dr. Charles J. Mock	Virginia
Dr. Kenneth H. Peterson	Hutchinson	Dr. Kenneth A. Muckala	Wadena
Dr. F. H. Walter	International Falls	Dr. Paul J. Beithon	Wahpeton
Dr. Edwin O. Hieb	Jamestown	Dr. G. Robert Bartron	Watertown
Dr. R. S. Woodward	Jamestown	Dr. J. E. Adducci	Williston
Dr. N. J. Kaluzniak	Langdon	Dr. Robert C. Koch	Williston
Dr. C. O. Haugen	Larimore	Dr. Edward J. Hagan	Williston
Dr. Daniel R. Beckman	Marshall	Dr. Lloyd C. Gilman	Willmar
Dr. Phillip C. Hendenstrom	Marshall	Dr. Michael T. Anderson	Willmar
Dr. Clarence S. Martin	Medina	Dr. Stanley S. Chunn	Willmar
Dr. Paul J. Keith	Milaca	Dr. Charles M. Burns	Winnipeg
Dr. Azam Ansari	Minneapolis	Dr. George A. Waugh	Winnipeg
Dr. D. R. Blowers	Minneapolis	Dr. Kenneth Halverson	Yankton
Dr. Richard F. Hirt	Minneapolis		
Dr. Robert D. Hart	Minneapolis		
Dr. H. Horecki	Minneapolis		
Dr. Richard C. Horns	Minneapolis		
Dr. Brooks J. Poley	Minneapolis		

Milwaukee Corridor - Physical Applications

Milbank Clinic-Dr. E. A. Johnson	Milbank
Mobridge Clinic-Dr. L. M. Linde	Mobridge
United Clinics-Dr. Gerald T. Sailer	Hettinger

Other physicians in the above offices are authorized to perform examinations.



Attach Form 15907, Instructions for Handling Hazardous Materials, to this page.

**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

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

The following forms of oral authorization by the foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "Burlington Northern foreman calling Extra 232 East about Order No. (Form Y Train Order No.) over."

Engineer must respond, identifying his train as: "This is Burlington Northern engineer, Extra 232 East, over."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (M.P. Location and specify track involved) without stopping, over."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed on _____ track at _____ MPH, over." or "Proceed on _____ track at normal speed, over."

The engineer must repeat back to the foreman the instructions that are given him.