

**MINNESOTA DIVISION**

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L. G. FORCIEA	Asst. Supt. Administration	Minneapolis
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D. L. SCHAFER	Asst. Trainmaster-Agent	St. Cloud
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G. SERNA, JR.	Trainmaster-Road Foreman	Aberdeen
G. F. RISCHMUELLER	Trainmaster	Willmar
F. E. WEST	Trainmaster-Road Foreman	Willmar
K. A. LILLE	Agent	Willmar
B. A. BRYAN	Trainmaster-Agent	Sioux Falls
J. R. SPEALMAN	Trainmaster-Road Foreman	Sioux City
V. T. SHAW	Asst. Trainmaster-Agent	Sioux City
W. L. WATLAND	Regional Chief Dispatcher	Minneapolis
J. L. REINKE	Chief Dispatcher	Minneapolis
W. H. DZUCK	Chief Dispatcher	Minneapolis

**TWIN CITIES TERMINAL**

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R. P. LIEN	Terminal Trainmaster	Minneapolis
J. W. LONG	Terminal Trainmaster	Minneapolis
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M. C. BRUCE	Terminal Trainmaster	Minneapolis
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**DAKOTA DIVISION**

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C. E. KEELER	Trainmaster-Road Foreman	Ditworth
R. W. RICHTER	Trainmaster-Road Foreman	Ditworth
M. S. DUPHORN	Trainmaster-Road Foreman	Minot
R. R. ENGLESON	Trainmaster-Road Foreman	Minot
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J. L. REINKE	Chief Dispatcher	Minneapolis
W. H. DZUCK	Chief Dispatcher	Minneapolis

**WISCONSIN DIVISION**

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S. J. BROSK	Trainmaster	Grand Forks
W. L. ANDERSEN	Trainmaster-Road Foreman	Superior
S. L. WINGAD	Trainmaster-Road Foreman	Grand Forks
G. L. AMYS	Terminal Trainmaster	Superior
R. L. GRIFFIN	Terminal Trainmaster	Superior
W. R. O'NEILL	Terminal Trainmaster	Superior
A. E. MORIN	Asst. Trainmaster-Agent	Grand Forks
E. FRANK	Road Foreman	Superior
W. L. WATLAND	Regional Chief Dispatcher	Minneapolis
J. L. REINKE	Chief Dispatcher	Minneapolis
W. H. DZUCK	Chief Dispatcher	Minneapolis

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# BURLINGTON NORTHERN RAILROAD CO. TWIN CITIES REGION

MINNESOTA, WISCONSIN, AND  
DAKOTA DIVISIONS

# TIMETABLE AND SPECIAL INSTRUCTIONS NO. 2

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

Sunday, April 29, 1984

Including National Railroad Passenger Corporation (NRPC) Trains

Vice President  
And General Manager  
**D. W. SCOTT**

Assistant  
General Manager  
**C. F. TYE**

Vice President  
Transportation—System  
**E. H. HARRISON**

MINNESOTA DIVISION

WESTWARD	Rule (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	CTC	ABS Rule 251-254			
				NRPC Daily				NRPC Daily					
	JKX		00448	11:43PM	25	21.1	0.0	2MT	CN	COON CREEK 5.7	CTC	A 6:11AM	
	XY		00453	11:48		26.8	5.7	DT	KY	ANOKA 11.8		6:05	
	XY	W4,538	00465	11:58		38.6	17.5		ER	ELK RIVER 9.1		5:54	
	XY		00475	12:05AM		47.7	26.6			BIG LAKE 9.4		5:45	
	IXY	W7,098	00482	12:12		57.1	36.0			BECKER 5.6		5:36	
	XY	E6,449	00490	12:17		62.7	41.6			CLEAR LAKE 11.3	ABS Rule 251-254	5:31	
	BJKTXY	W3,633	00502	12:35		73.9	52.9			EA	ST. CLOUD JCT. 4.4		5:18
	XY	E7,207	00506	12:40		78.4	57.3				BARTELL 9.9		5:01
	XY	W6,614	00516	12:50		88.7	67.2				RICE 6.6		4:51
	XY		00523	12:56		95.2	73.8				ROYALTON 8.1		4:45
			00531	1:03		103.3	81.9				GREGORY 2.8		4:38
	T	10,725	00533			106.0	84.7		FA	LITTLE FALLS 4.4	CTC		
		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	1:46		140.0			2MT	SO	STAPLES 11.0		4:03
	XY		00578	1:57		148.0	118.4				VERDALE 6.7		3:49
	XY	E6,870	00585	2:03		159.0	129.4		WA	WADENA 12.9		3:43	
	XY		00598	2:14		165.6	136.1			NEW YORK MILLS 10.8		3:31	
	XY		00608	2:22		178.5	149.0			PERHAM 11.1		3:21	
	XY		00619	2:33		189.3	159.8			FRAZEE 9.7		3:10	
	AJMXY	W6,135	00629	2:48		200.4	170.9		DE	DETROIT LAKES 3.0		3:00	
	XY		00632			210.1	180.6		DT		RICHARDS SPUR 9.7	ABS Rule 251-254	
	XY		00642	3:00		213.1	183.6				LAKE PARK 7.9		2:42
	TXY		00650	3:08	222.8	193.3				MANITOBA JCT. 3.7		2:34	
	XY		00653	3:11	230.5	201.2				HAWLEY 7.3		2:31	
	XY		00661	3:18	234.4	204.9				WITHEROW 7.3		2:25	
	JXY		00668	3:24	242.4	212.2				GLYNDON 5.3		2:18	
	BRKTXY		00673	A 3:28AM	248.8	219.5		DH		DILWORTH		2:13AM	
					0.0								
					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.

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

WESTWARD

EASTWARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Mpls. Jct.	2nd Subdivn MAIN LINE STATIONS Office Calls	
LJXTY		00437	217	11.4	0.0	MPLS. JCT.	ABS
LJTY				9.7	0.5	HARRISON ST. To Van Buren St.	
JY		03002		11.4	2.1	1ST ST. NORTH	ABS Rule 251-254
JRYX		03004		11.4	2.1	LYNDALE JCT.	
JX	10,722	03014		12.4	3.1	WAYZATA	
		03022		24.3	14.8	MAPLE PLAIN	
	10,291	03029		31.6	22.3	DELANO	
		03038		38.6	29.3	WAVERLY	
	15,614	03043		48.1	38.7	HOWARD LAKE	
	7,277	03050		53.0	43.7	COKATO	
	8,547	03056	59.4	50.0	DASSEL		
		03061	70.3	60.9	DARWIN		
K	8,713	03067	22	76.4	67.1	FD LITCHFIELD	
		03074		84.1	74.8	GROVE CITY	
	10,452	03080		89.2	79.9	ATWATER	
		03087		96.6	87.3	KANDIYOH	
BJKRTX		03092		102.3	93.1	W WILLMAR	
		03099		108.9	99.7	PENNOCK	
	8,866	03107		116.3	107.1	KERKHOVEN	
		03111		120.8	111.6	MURDOCK	CTC
		03116		125.3	116.2	DE GRAFF	
JKTX	18,443	03123		132.3	123.2	BN BENSON	
		03129	138.5	129.4	CLONTARF		
		03139	148.7	139.6	HANCOCK		
BJKRTX	20,074	03148	157.6	148.4	MR MORRIS		
	7,384	03156	165.7	156.6	DONNELLY		
		03167	176.2	167.1	HERMAN		
	7,174	03172	181.0	172.0	NORCROSS		
		03183	192.7	183.5	TINTAH		
J		03186	195.6	186.3	ABERDEEN LINE JCT.		
	13,756	03190	199.8	190.7	CAMPBELL		
		03198	206.9	197.9	DORAN		
BIJKRT		03204	215.0	205.8	BR BRECKENRIDGE		

BN Radio Channel No. 3 in service for yard forces Minneapolis area.  
Train Dispatcher Calls—Delano-50, Dassel-51, Atwater-52, Benson-53, Morris-54, Tintah-56

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	
JTY		07104	144	102.1		FERRY	
				104.6		4.8	

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

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	
BKRTY		07109	197	223.2	0.0	SX SIOUX CITY (18th Street Yard)	
		07118		212.7	8.9	HINTON	
A		07119		211.4	10.2	WREN TOWER	
	7,000	07125		205.9	15.7	MERRILL	
		07138		193.4	28.2	STRUBLE	
	7,000	07151		180.2	41.4	UX SIOUX CENTER	
	7,000	07154		176.8	44.7	AIRPORT	
		07168		163.6	58.0	DOON	
	5,198	07173		158.0	63.7	ALVORD	
		07180		151.1	70.5	LESTER	
	7,000	07187	144.7	77.0	HILLS		
JKRTY	7,277	07204	127.3	94.3	JC GARRETSON		
		07207	124.0	97.6	SHERMAN		
		07215	116.3	105.3	JASPER		
	6,170	07220	111.7	109.9	WILEN		
		07223	108.2	113.4	SPLIT ROCK		
	1,695	07226	105.0	116.7	NE PIPESTONE		
		07235	96.2	125.5	HOLLAND		
	7,000	07243	88.3	133.3	RUTHTON		
		07248	83.3	138.3	FLORENCE		
	2,680	07256	75.5	146.2	RUSSELL		
		07262	69.0	1.7	LYND		
KRY	7,553	07270	62.6	159.1	MD MARSHALL		
		07274	57.0	164.7	GREEN VALLEY		
		07281	50.0	171.8	COTTONWOOD		
	7,000	07283	47.4	173.4	NEW COTTONWOOD		
AJ	3,070	07288	43.8	178.0	HANLEY FALLS		
A	5,013	07297	34.2	187.6	GX GRANITE FALLS		
		07303	28.6	193.2	ASHBURY		
		07306	25.2	196.7	MAYNARD		
	7,569	07312	19.2	202.6	CA CLARA CITY		
	2,757	07320	11.6	210.2	RAYMOND		
		07326	5.5	216.3	PRIAM		
BJKRTXY		03092	0.0	222.2	W WILLMAR		

BN Radio Channel No. 2 in service for Sioux City Area.  
Train Dispatcher Calls—Granite Falls-62, Marshall-63, Pipestone-64, Garretson-65, Sioux Center-67

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

WESTWARD		4th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD		
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Cloud Jct.	
IJTY		00501	204	73.9	0.0	ST. CLOUD JCT. 1.4
BJKRTXY		00502		75.3	1.4	EA ST. CLOUD 6.9
		09070		82.0	8.3	ST. JOSEPH 8.1
		09078		90.1	16.4	AVON 6.1
		09084		96.3	22.5	ALBANY 6.3
6,513	09090			102.5	28.8	FREEMONT 5.9
4,138	09096			108.4	34.7	MELROSE 8.3
2,459	09104			116.7	43.0	SAUK CENTRE 7.8
6,592	09112			124.5	50.8	WEST UNION 5.8
	09118			130.2	56.6	OBARKS 5.7
6,528	09124			136.0	62.3	NELSON 5.6
4,278	09128			141.6	67.9	ALEXANDRIA 6.5
6,553	09136			148.1	74.4	GARFIELD 5.8
3,630	09141			153.8	80.2	BRANDON 5.1
5,881	09147			159.0	85.3	EVANSVILLE 8.9
5,697	09155			168.0	94.2	ASHBY 7.7
3,637	09163			175.7	101.9	DALTON 11.1
BY	09175			186.7	113.0	GS FERGUS FALLS 8.3
6,558	09183			194.9	121.3	CARLISLE 8.6
6,532	09191			203.6	129.9	ROTHSAY 6.8
	09198		210.3	136.7	LAWDALE 7.2	
			219.0		D BARNESVILLE 8.0	
RTY	6,734	09205	220	0.0	143.9	SAKER 6.6
		53707		6.9	151.9	SABIN 7.8
	6,496	53714		13.6	158.5	MOORHEAD JCT. ABS
IJY		00675		21.4	166.3	

BN Radio Channel No. 2 in service for St. Cloud area.  
BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Sauk Centre-42, Alexandria-43, Fergus Falls-45

WESTWARD		5th Subdivn MAIN LINE STATIONS Office Calls		EASTWARD		
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From 7th Street	
JX		00429	22	0.5	0.0	2MT 7th STREET 0.6
JXY				1.4	0.6	DT W. WESTMINSTER ST. 3.8
KXY		00433	216	5.1	4.4	MIDWAY 1.9
				7.0		ST. ANTHONY 1.3
IJMY		00435	217	7.0	6.3	UNION YARD 1.3
BKRXY		00436		8.4	7.6	MPLS. JCT. 0.8
IJTY		00437	217	9.7	8.9	YAN BUREN ST. 1.9
IJXY				10.5	9.7	UNIVERSITY CTC
JX				11.7	11.6	

BN Radio Channel No. 2 in service for yard forces Dayton 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.  
BN Radio Channel No. 1 in service on this Subdivision.

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

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

7TH SUBDIVISION ON NEXT PAGE.

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

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		9th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD		
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Lyndale Jct.	
JRY		03004	202	0.0	0.0	LYNDALE JCT. 1.6
JY		09001		1.7	1.6	M. W. JCT. 3.4
		09005		5.1	5.0	ROBBINSDALE 6.5
4,730	09011			11.6	11.5	OSSEO 9.0
5,190	09020			20.6	20.5	ROGERS 6.2
4,968	09027			26.9	26.7	ALBERTVILLE 8.5
		09035		39.3	35.2	MONTICELLO

BN Radio Channel No. 3 in service for Minneapolis area.  
BN Radio Channel No. 1 in service on this Subdivision.

WESTWARD		10th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD		
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wayzata	
JX		03014	205	24.5	0.0	WAYZATA 6.6
		51706		30.6	6.6	SPRING PARK 14.3
		51721		45.0	20.9	MAYER 7.5
		51728		52.5	28.4	LESTER PRAIRIE 16.0
RT		51744		68.5	44.4	HO HUTCHINSON

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls—Spring Park-50, Lester Prairie-51

WESTWARD ↓

↑ EASTWARD

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		FIRST CLASS	
			7	9				8	10		
			NRPC Daily	NRPC Daily				NRPC Daily	NRPC Daily		
LJX		00409			3	410.5	0.0	ST. CROIX TOWER			

BETWEEN ST. CROIX TOWER AND DIVISION STREET CMS&P RR TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

Rule (A) Signs	Length of Siding in Feet	Station Numbers	NRPC Daily	NRPC Daily	Line Segment	Mile Post Location	Distance From St. Croix Tower	STATIONS	Office Calls	NRPC Daily	NRPC Daily
JX		00428			3	429.7	19.2	DIVISION STREET	0.6		
JX		00429				430.0	19.8	7th STREET	1.5		
X		51202			25	1.3	21.3	MISSISSIPPI ST.	0.6		
JXY		51204				2.3	21.9	800 LINE JCT.	2.9		
Y		51207				5.3	24.8	COMO SHOPS	1.5		
XY		51209				6.7	26.3	UNION	1.5		
AXY		51210	11:20PM	8:20AM		8.3	27.8	PARK JCT.	1.5	A 6:30AM	A 9:15PM
JTX		51211				9.8	29.3	EAST MPLS	2.1		
JX			11:24	8:25		11.7	31.4	UNIVERSITY	0.8	6:24	9:09
JX		00439				12.5	32.2	35th AVE.	1.4		
BJKRTX		00441				13.9	33.6	NJ NORTHTOWN	1.8		
X		00442				15.5	35.4	INTERSTATE	5.7		
JKX		00448	A 11:43PM	A 8:35AM	21.1	41.1	2MT CN COON CREEK		6:11AM	8:58PM	

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.

WESTWARD ↓

↑ EASTWARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From St. Cloud	11th Subdivn BRANCH LINE STATIONS Office Calls	
BJKRTXY		00502	203	0.0	0.0	EA	ST. CLOUD
		07379		9.0	10.1		ROCKVILLE
	1,420	07374		13.8	15.1		COLD SPRING
		07370		18.3	19.6		RICHMOND
AM		07358		29.9	31.2		PAYNEVILLE
		07346		42.0	43.3		NEW LONDON
		07342		46.3	47.6		SPICER
BJKRTXY		03092		55.0	57.6		W WILLMAR

BN Radio Channel No. 2 in service for St. Cloud area.  
 Train Dispatcher Calls—St. Cloud-27

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

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	
JKTY		03123	200	0.0	0.0	BN	BENSON
		54007		7.1	7.9		DANVERS
		54015		15.0	15.8		HOLLOWAY
AJRY	2,412	54021		21.2	22.0	AU	APPLETON
		54030		29.9	30.7		LOUISBURG
		54036		36.4	37.1	BA	BELLINGHAM
		54046		45.5	46.3	NA	NASSAU
		54057		57.1	58.0		LA BOLT
		54065		64.8	65.6		STOCKHOLM
	2,639	54072		72.0	72.8		SOUTH SHORE
BKRUY		54091	91.2	92.0	WN	WATERTOWN	
		54101	101.0	101.9		GROVER	
		54107	107.4	108.2		HAZEL	
		54114	114.8	115.1		VIENNA	
		54123	123.2	124.1		WILLOW LAKE	
		54135	135.3	136.2		BANCROFT	
		54140	139.7	140.6		OSCEOLA	
		54148	147.5	148.7		YALE	
BJMTY		54161	161.0	161.9	HU	HURON	

BN Radio Channel No. 1 in service on this Subdivision.  
 Train Dispatcher Calls—Appleton-57, Nassau-58, Watertown-59,  
 Willow Lake-60, Huron-61

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

Train Dispatcher Calls—Morris-54

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

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

15th Subdivn BRANCH LINE STATIONS Office Calls					
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Geneseo Jct.
J		54645	209	43.3	0.0
		54646		43.5	0.9
		54651		48.7	6.1
		54657		54.8	12.2
		54666		64.1	21.6
		54673		70.7	28.1
JUY		54677		74.2	31.7
		54687		84.9	42.4
		54694		91.3	48.8
		54704		102.3	59.6
ABJKRTY		54721	119.0	76.6	
			GENESEO JCT. 0.9		
			GENESEO	5.2	
			CAYUGA	6.1	
			RUTLAND	9.4	
			HAVANA	6.5	
			KIDDER	3.6	
			JARRETT JCT.	10.7	
			AMHERST	6.4	
			CLAREMONT	10.8	
			PUTNEY	17.0	
			FN ABERDEEN		

Train Dispatcher Calls—Aberdeen Line Jct-56

15th Subdivn BRANCH LINE STATIONS Office Calls					
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hanley Falls
AJR	3,070	07288	223	145.7	0.0
		53506		151.8	6.1
		53511		157.1	11.4
		53517		163.5	17.8
	1,900	53526		172.8	27.1
		53535		181.7	36.0
				HANLEY FALLS	6.1
			HAZEL RUN	5.3	
			CLARKFIELD	6.4	
			BOYD	9.3	
			DAWSON	8.9	
			MADISON		

Train Dispatcher Calls—Madison, Dawson, Boyd-57 or 58, Hanley Falls to Clarkfield-62

16th Subdivn BRANCH LINE STATIONS Office Calls					
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Garretson
JKRTY		07204	198	128.3	0.0
		54408		136.5	8.2
BJKRTUY		54418		145.7	17.4
			JC GARRETSON	8.2	
			CORSON	9.2	
			SU SIOUX FALLS		

Train Dispatcher Calls—Garretson-65

17th Subdivn BRANCH LINE STATIONS Office Calls					
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sioux Falls
BJKRTUY		54418	199	0.0	0.0
JY		54298		1.09	1.4
JY		54297		2.9	3.1
		54281		20.6	21.2
		54274		28.2	28.8
		54266	35.8	36.4	
		54807	224	334.6	43.8
					(BN and CNW Crossings) SIOUX FALLS 1.4
					EAST JCT. 1.7
					WEST JCT. 18.1
					COLTON 7.6
					CHESTER 7.6
					WENTWORTH 7.4
					MADISON

BN Radio Channel No. 2 in service for yard forces Sioux Falls area. Train Dispatcher Calls—Chester-65

18th Subdivn BRANCH LINE STATIONS Office Calls					
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From East Wye Switch
JRT		60021	2003	0.0	0.0
		60607		6.6	6.6
		60612		12.1	12.1
JRY				24.9	24.6
Y		60625		25.2	24.9
		60635		34.5	34.5
JRTY		60320		49.9	49.7
	3441	60308		61.3	61.3
		60300		69.5	69.3
BJKRTUY		54418		199	0.0
					EAST WYE SWITCH 6.6
					WESTFIELD 5.5
					AKRON 12.5
					BERESFORD JCT. 3
					HAWARDEN 9.6
					HUDSON 15.2
					CANTON 11.4
					HARRISBURG 8.2
					SOUTH YARD 1.2
					(BN and CNW Crossings) SIOUX FALLS

BN Radio Channel No. 2 for Yard Forces at Sioux Falls. Train Dispatcher Calls—East Wye Switch-65, South Yard-68

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

Train Dispatcher Calls—Alcester-68

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

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sioux City	20th Subdiv BRANCH LINE STATIONS Office Calls	
	Y		60000		513.1	0.0	SIoux CITY (East Yard) 6.0	
	Y		60006		519.1	6.0	NORTH SIoux CITY 6.5	
			60013		525.6	12.5	JEFFERSON 7.7	
	JR		60021		533.4	20.2	EAST WYE SWITCH 0.7	
			60022		534.0	20.9	ELK POINT 8.6	
			60030		542.6	29.5	SURBANK 5.7	
			60035		548.3	35.2	VERMILLION 8.5	
			60041		556.8	43.7	MECKLING 6.1	
			60050		562.9	49.8	GAYVILLE 12.2	
	Y		60063		575.1	62.0	YANKTON 5.6	
	T		60069		580.7	67.6	NAPA 3.6	
			60073		584.3	71.2	UTICA 6.6	
			60083		590.9	77.8	LESTERVILLE 11.4	
			60090		602.3	89.2	SCOTLAND 6.6	
			60097		608.9	95.8	KAYLOR 7.0	
			60104		615.9	102.8	TRIPP 5.5	
			60109	2001	621.4	108.3	BEARDSLEY 6.5	
			60116		627.9	114.8	PARKSTON 5.5	
			60121		633.4	120.3	DIMOCK 5.1	
			60127		638.5	125.4	ETHAN 11.5	
	JRTY		60399		650.0	136.9	MITCHELL 7.5	
			60406		657.5	144.4	LOOMIS 7.5	
			60414		665.0	151.9	LETCHER 13.2	
			60427		678.2	165.1	WOONSOCKET 9.7	
			60437		687.9	174.8	ALPENA 8.2	
			60445		696.1	183.0	VIRGIL 8.5	
	AJRU		60454		704.6	191.5	WOLSEY (CANW CROSSING) 12.4	
			60466		717.0	203.9	BONILLA 10.7	
			60477		727.7	214.6	TULARE 10.1	
		4,552	60487		737.8	224.7	REDFIELD 8.2	
			60495		746.0	232.9	ASHTON 11.0	
			60506		757.0	243.9	MELLETTTE 5.8	
			60512		762.8	249.7	DUXBURY 5.9	
			60518		768.7	255.6	WARNER 9.9	
	JRY		54721		778.6	265.5	ABERDEEN YARD	

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Canton	21st Subdiv BRANCH LINE STATIONS Office Calls	
	JRTY		60320		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	
			60355		329.7	35.0	MARION 7.9	
			60369		337.6	42.9	DOLTON 7.1	
			60370		344.7	50.0	BRIDGEWATER 7.0	
			60377	2002	351.7	57.0	EMERY 8.9	
			60386		360.6	65.9	ALEXANDRIA 13.3	
	JRTY		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	

Train Dispatcher Calls—Marion-88, Mitchell-69, White Lake-70

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

BN Radio Channel No. 2 In service for yard forces Sioux City area.  
Train Dispatcher Calls—North Sioux City-68, Napa-69, Wolsey-61, Woonsocket-69

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

MINNESOTA DIVISION

WESTWARD		22nd Subdivn MAIN LINE STATIONS Office Calls		WESTWARD		23rd Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD						
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Stateline	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ferry	Office Calls		
R		08201	2004	600.7	0.0			07104	145	0.0	0.0	FERRY 1.5		
		08202		602.2	1.5		Y	80001		1.5	1.5	1.5	1.5	BRND 10.2
JT	15,087	08211		611.1	10.4	B		80012		11.7	11.7	11.7	11.7	WILLIS 7.6
	10,559	08233		633.2	32.5			80019		19.3	19.3	19.3	19.3	WATERBURY 6.9
	8,470	08257		657.2	56.5			80026		26.2	26.2	26.2	26.2	ALLEN 9.0
T	12,142	08268		668.5	67.8			80035		35.2	35.2	35.2	35.2	DIXON 5.0
	9,302	08278		678.1	81.4			80040		40.2	40.2	40.2	40.2	LAUREL 6.3
	11,939	08288		687.9	91.2			80047		46.5	46.5	46.5	46.5	BELDEN 8.1
AY				706.2	109.5			80055		54.6	54.6	54.6	54.6	RANDOLPH 6.2
BKRY		54721		707.0	110.3	RN		80061		60.8	60.8	60.8	60.8	MCLEAN 7.4
JTY			707.4	110.7			80068	68.3	68.2	68.3	68.2	OSMOND 9.9		
	9,446	08320	2005	720.1	123.4			80078	78.1	78.1	78.1	78.1	PLAINVIEW 5.0	
		08328		728.2	131.5			80083	83.1	83.1	83.1	83.1	COPENHAGEN 4.7	
		08333		733.3	136.6			80088	87.8	87.8	87.8	87.8	BRUNSWICK 13.8	
	7,834	08341		741.6	144.9			80102	101.6	101.6	101.6	101.6	ORCHARD 10.3	
		08349		748.6	151.9			80112	111.9	111.9	111.9	111.9	PAGE 12.5	
	7,758	08357		757.2	160.5			80124	124.4	124.4	124.4	124.4	124.4	O'NEILL
	7,429	08370		770.9	174.2									
		08377		776.6	179.9									
	7,673	08384		784.2	187.5									
	7,970	08396		796.3	199.6									
T	10,361	08405	806.0	209.3	MB									

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.  
 Train Dispatcher Calls—Summit-96, Webster-96, Roscoe-97, Glenham-98

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

OTHER YARD LINE SEGMENTS

BALLAST PITS

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

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

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
32	Barnsville Jct.—Downer	2.1 to 5.4
207	Little Falls—Camp Ripley Jct.	105.3 to 112.6
210	Long Prairie—Park Rapids	17.7 to 91.0
216	St. Anthony—Northtown	7.0 to 12.3
221	Hoot Lake—Foxhome	47.5 to 61.5
222	Hopkins Jct.—Hopkins	0.0 to 3.9

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.)



INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>				<b>7th Subdivision</b>			
<b>On Westward Track</b>				<b>On Westward Track</b>			
Prestressed Concrete, Inc. Spur				Totino's Spur . . . . . 2.6 west of Northtown . . . . . 10 West			
Minnesota Sawdust Spur . . . . . 3.8 west of Anoka . . . . . 5 East				Northern States Power Co. Spur . . . . . 6.5 west of Northtown . . . . . 10 West			
Remuele Engineering . . . . . 1.5 East of Big Lake . . . . . 10 West				Kinas Spur . . . . . 7.1 west of Northtown . . . . . 14 West			
00503	Sauk Rapids . . . . . 1.7 west of St. Cloud . . . . . 25 West			<b>On Eastward Track</b>			
51810	Zimmerman . . . . . 9.5 west of Elk River . . . . . 23 Both			Toews Finishing Ind. . . . . 2.4 east of Coon Creek . . . . . 4 East			
	St. Paul Sand and Gravel . . . . . 2.5 west of Elk River . . . . . 60 East			Barry Blower Co. Spur . . . . . 3.0 east of Coon Creek . . . . . 3 East			
	Marv's Bldg. Center . . . . . 1.6 east of Princeton . . . . . 8 West			<b>9th Subdivision</b>			
52503	Crestliner, Inc. . . . . 1.9 west of Little Falls . . . . . 8 East			Crystal Lumber Co. Spur . . . . . 1.5 west of Robbinsdale . . . . . 2 West			
52504	Hennepin Paper Spur . . . . . 3.3 west of Little Falls . . . . . 25 East			Midway Platt Co. Spur . . . . . 2.5 east of Osseo . . . . . 11 East			
52506	Belle Prairie . . . . . 5.6 west of Little Falls . . . . . 5 East			09010 Osseo Concrete Co. Spur . . . . . 1.5 east of Osseo . . . . . 10 West			
52509	Camp Ripley . . . . . 7.8 west of Little Falls . . . . . 105 Both			09013 North Star Concrete Co. Spur . . . . . 0.9 west of Osseo . . . . . 14 West			
00574	Aldrich . . . . . 7.0 west of Staples . . . . . 25 West			09018 Hennepin Coop Feed Exchange Spur . . . . . 2.0 east of Rogers . . . . . 6 East			
00636	Audubon . . . . . 4.1 west of Richards Spur . . . . . 50 West			09021 K&K Mfg. Co. Spur . . . . . 0.1 west of Rogers . . . . . 7 West			
	00641 Labelle . . . . . 1.2 east of Lake Park . . . . . 5 East			09022 Rogers Hdwe. & Lbr. Co. . . . . 0.3 west of Rogers . . . . . 7 East			
	55005 Hitterdal . . . . . 5.0 west of Manitoba Jct. . . . . 23 Both			09038 Northern States Power Co. Spur . . . . . 3.0 west of Monticello . . . . . 35 East			
	55012 Ulen . . . . . 11.9 west of Manitoba Jct. . . . . 47 Both			<b>10th Subdivision</b>			
	Offutt & Son Potato Spur . . . . . 0.4 west of Glyndon . . . . . 19 West			Cox Bros. Spur . . . . . 0.5 west of Spring Park . . . . . 2 West			
<b>On Eastward Track</b>				51708 Mound . . . . . 1.9 west of Spring Park . . . . . 43 Both			
00632	Richards Spur . . . . . 3.5 west of Detroit Lakes . . . . . 100 West			51713 St. Bonifacius . . . . . 6.4 west of Spring Park . . . . . 34 Both			
00486	Hayes Spur . . . . . 2.6 east of Clear Lake . . . . . 9 East			51724 New Germany . . . . . 3.8 west of Mayer . . . . . 27 Both			
	NSP Spur . . . . . 5.5 east of Clear Lake . . . . . Yard East			51729 Cominco American Inc. Spur . . . . . 0.2 west of Lester Prairie . . . . . 8 East			
00485	Edling Spur . . . . . 4.3 east of Clear Lake . . . . . 10 East			51736 Silver Lake . . . . . 7.8 west of Lester Prairie . . . . . 23 West			
00464	REA Spur . . . . . 0.8 east of Elk River . . . . . 30 East			<b>11th Subdivision</b>			
00459	Pyrofax Gas Corp. Spur . . . . . 5.8 east of Elk River . . . . . 3 East			Tilston Mill Spur . . . . . 3.5 east of St. Cloud . . . . . 11 East			
00457	Char Gale Mfg. Co. Spur (Tech. Education Center) . . . . . 7.8 east of Elk River . . . . . 15 East			07385 Liberty Spur . . . . . 3.1 west of St. Cloud . . . . . 82 East			
00455	Cornelius Co. . . . . 9.8 east of Elk River . . . . . 8 East			07383 Cold Spring Granite Spur . . . . . 5.7 west of St. Cloud . . . . . 10 East			
00456	L. H. Bolduc Co. Inc. . . . . 8.8 east of Elk River . . . . . 15 East			07364 Roscoe . . . . . 6.2 west of Richmond . . . . . 34 East			
<b>2nd Subdivision</b>				07354 Moorman Mfg. Co. . . . . 4.9 west of Paynesville . . . . . 14 West			
03018	Long Lake . . . . . 3.1 west of Wayzata . . . . . 16 West			07350 New London Materials and Construction Co. . . . . 8.4 west of Paynesville . . . . . 34 Both			
03036	Montrose . . . . . 6.7 west of Delano . . . . . 5 East			07347 Trinity Steel Co. . . . . 1.2 east of New London . . . . . 6 East			
	Co-op Spur . . . . . 1.7 west of Murdock . . . . . 16 West			07348 New London Gravel Pit . . . . . 1.7 east of New London . . . . . 250 Both			
03178	Charlesville . . . . . 6.4 west of Norcross . . . . . 16 Both			<b>12th Subdivision</b>			
<b>3rd Subdivision</b>				54051 Albee . . . . . 5.4 west of Nassau . . . . . 35 Both			
07268	Readi-Mix and Oil Spur . . . . . 0.5 east of Marshall . . . . . 6 West			54082 Hallet Construction Spur . . . . . 8.4 west of South Shore . . . . . 20 West			
07267	Appleton Silo Co. Spur . . . . . 0.7 east of Marshall . . . . . 5 West			54085 Rauville . . . . . 13.2 west of South Shore . . . . . 34 Both			
07265	Lyon Farm Center Inc. . . . . 1.5 east of Marshall . . . . . 6 West			<b>14th Subdivision</b>			
07250	Southwestern Minnesota Dairy Ass'n Spur . . . . . 1.0 east of Russell . . . . . 12 East			Lidgerwood . . . . . 5.4 east of Geneseo Jct. . . . . 175 East			
07224	Jasper Grain Track . . . . . 4.1 east of Ihlen . . . . . 54 Both			54622 Hankinson . . . . . 17.6 east of Geneseo Jct. . . . . 125 East			
07159	Perkins . . . . . 8.9 east of Doon . . . . . 18 West			54677 Britton . . . . . 5.0 east of Jarrett Jct. . . . . East			
	Sioux Preme Packing Co. . . . . 3.2 east of Sioux Center . . . . . 6 East			Newark . . . . . 5.8 west of Jarrett Jct. . . . . East			
07132	West Le Mars Feed and Grain Co. . . . . 7.1 east of Struble . . . . . 6 East			54699 Huffton . . . . . 5.3 west of Claremont . . . . . 20 Both			
07132	Northwest Iowa Farm Bureau Service Co. . . . . 7.1 east of Struble . . . . . 8 West			<b>16th Subdivision</b>			
<b>4th Subdivision</b>				54408 Corson Grain Track . . . . . 8.2 west of Garretson . . . . . 41 Both			
09072	Collegeville . . . . . 2.7 west of St. Joseph . . . . . 6 West			54409 Pathfinder Spur . . . . . 1.0 west of Corson . . . . . 28 West			
09094	Kraft Foods . . . . . 0.7 east of Depot Melrose . . . . . 12 East			54414 Lawrence Spur . . . . . 6.0 west of Corson . . . . . 45 Both			
09173	Midland Coop. Ind. . . . . 1.3 east of Fergus Falls . . . . . 6 West			<b>17th Subdivision</b>			
09177	Great Plains Natural Gas Co. Spur . . . . . 1.2 west of Depot Fergus Falls . . . . . 8 West			54293 Crooks . . . . . 4.0 west of West Jct. . . . . 14 Both			
	Asylum Spur . . . . . 1.3 west of Depot Fergus Falls . . . . . 69 West			54287 Lyons . . . . . 10.0 west of West Jct. . . . . 15 Both			
	Farmland Industry Spur . . . . . 4.8 west of Barnesville . . . . . 12 Both			<b>18th Subdivision</b>			
53704	Gary L. Smith Potato Whse. . . . . 2.5 east of Baker . . . . . 8 East			60641 Fairview, SD . . . . . 8.5 east of Canton . . . . . 7 East			
53705	Butenhoff and Hanson Potato Warehouse . . . . . 2.0 east of Baker . . . . . 18 East			60619 Chatsworth, IA . . . . . 6.1 east of Hawarden . . . . . 7 East			
53706	Chester Posschl Potato Warehouse Spur . . . . . 0.4 east of Depot Baker . . . . . 8 East			<b>22nd Subdivision</b>			
53717	Agaco Inc. Spur . . . . . 3.5 west of Depot Sabin . . . . . 9 East			08218 Twin Brooks . . . . . 7.2 west of Milbank . . . . . 4 East			
53220	Farbo-Moorhead Asphalt Co. . . . . 0.7 east of Moorhead Jct. . . . . 7 West			08241 Ortley . . . . . 8.0 west of Summit . . . . . 25 West			
53253	Fergus Dairy Co-op . . . . . 0.8 west of Fergus Falls . . . . . 17 West			08246 Waubay . . . . . 13.4 west of Summit . . . . . 45 Both			
53253	Fergus Foundry Spur . . . . . 0.9 west of Fergus Falls . . . . . 15 West			08264 Holmquist . . . . . 6.4 west of Webster . . . . . 42 West			
53258	French . . . . . 6.4 west of Fergus Falls . . . . . 13 West			08299 Bath . . . . . 11.1 west of Groton . . . . . 19 Both			
	Midland Coop Spur . . . . . 6.3 west of Fergus Falls . . . . . 6 West			08364 Bowdle . . . . . 6.7 west of Gretna . . . . . 44 Both			
53263	Foxhome . . . . . 12.3 west of Fergus Falls . . . . . 35 Both			08392 Sitka . . . . . 8.0 west of Selby . . . . . 46 East			
<b>6th Subdivision</b>				<b>23rd Subdivision</b>			
51008	Maplewood . . . . . 2.0 west of Gloster . . . . . 26 East			80074 Tri-County Co-op . . . . . 0.5 west of Laurel . . . . . 6 West			
				Breslau . . . . . 5.4 west of Burchard . . . . . 27 West			

WISCONSIN DIVISION

WESTWARD	Rule (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			
	IITXY		05013	6:49PM	28	13.3	0.0	BOYLSTON 11.3	A	10:45AM	
		6,118	06112	7:01		24.5	11.3	FOXBORO 12.0		10:32	
		7,129	06100	7:13		36.6	23.3	NICKERSON 12.2		10:20	
		5,690	06088	7:25		48.9	35.5	BRUNO 8.4		10:08	
		6,957	06080	7:34		57.2	43.9	ASKOV 5.9		9:58	
		7,685	06074	7:42		63.1	49.8	SANDSTONE 8.7		9:52	
	ABJRY	7,417	06065	7:51		71.9	58.5	HN HINCKLEY 8.3	ABS	9:43	
	J	8,553	06057	7:59		80.1	66.8	BROOK PARK 11.2		9:34	
		5,557	06046	8:11		91.3	78.0	GRABSTON 5.3		9:23	
			06040	8:16		96.6	83.3	BRANHAM 10.8		9:16	
		5,400	06029	8:28		107.4	94.1	CAMBRIDGE 11.7		9:05	
		4,958	06018	8:40		119.0	105.8	BETHEL 11.9		8:53	
		5,145	06006	8:52		131.0	117.7	ANDOVER 5.9		8:41	
	IJR		00448	A 8:58PM		136.9	123.6	CN COON CREEK		8:35AM	

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.  
 BN Radio Channel No. 1 in service on this Subdivision.  
 Train Dispatcher Calls—Nickerson-85, Hinckley-86, Cambridge-87

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.
<b>Superior</b>		
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
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
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
219	Mora—Brook Park	47.2 to 58.3
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
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
260	National Taconite	0.0 to 4.2
261	Butler Taconite Spur	0.0 to 2.5
274	Portland—Portland Jct.	27.6 to 32.5

WESTWARD	Rule 8(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	
	ABJRY	4,549	06065	214		75.4	0.0		
	Y	6,938	51063			62.6	13.1		
	Y		51053			52.7	22.9	RC RUSH CITY 12.0	
		7,254	51041			40.7	34.9	NORTH BRANCH 12.1	ABS
		7,634	51030			28.6	47.0	WYOMING 4.2	
			51026			24.4	51.2	FOREST LAKE 8.4	
			51017			16.1	59.6	HUGO 4.2	
	A		51013			11.8	63.8	BALD EAGLE 1.1	
	JY	5,723	51012			10.7	64.9	WHITE BEAR LAKE	

Train Dispatcher Calls—Hinckley-86

WESTWARD	Rule 8(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		
		6,387	52138			44.0	16.1	CORONA 5.5	
			52143			49.5	21.6	CROMWELL 3.8	
		6,604	52147			53.8	25.4	WOODBURY 17.6	
	I	5,994	52165			71.0	43.0	MG MCGREGOR 8.7	
		6,503	52173			79.6	51.7	KIMBERLY 11.9	
	Y	5,698	52185			91.5	63.6	AITKM 10.3	
	JY		52195			101.9	73.9	DEERWOOD 9.6	
		6,474	52205			111.5	83.5	LOERCH 7.2	
	BJKTY	5,840	52212			118.7	90.7	B BRAINERD 4.2	
	Y		52217		122.9	94.9	BAXTER 9.2		
		6,310	52226		132.1	104.1	PILLAGER 8.7		
		6,404	52235		140.8	112.8	MOTLEY 7.3		
	BJKRTXY		00567		147.8	120.1	SO STAPLES		

Train Dispatcher Calls—Carlton-84, McGregor-89, Brainerd-90

WESTWARD	Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Brainerd	3rd Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
								B BRAINERD 10.4	
	BJKRTY		52212	240		0.6	0.0	MERRIFIELD 7.0	
			52542			10.5	10.4	NISSWA 6.0	
		2,673	52549			17.5	17.4	PEQUOT LAKES 3.2	
		2,736	52555			23.5	23.4	JENKINS 6.0	
			52558			26.7	26.6	PINE RIVER 9.3	
			52564			32.7	32.6	BACKUS 7.8	
			52574			41.9	41.9	HACKENSACK 13.2	
			52582			49.8	49.7	WALKER 12.0	
			52594			63.0	62.9	LAPORTE 6.3	
		3,159	52606			75.0	74.9	GUTHRIE 9.5	
			52612			81.4	81.2	BRAINERD JCT. 2.3	RUE 261- 264
	J					90.9	90.7	INTERNATIONAL FALLS JCT. 1.7	
	J					93.2	93.0	NORTH BEMDJI 4.1	
	Y		52626			94.5	94.7	LAVINA 14.9	
		2,389	52630			98.6	98.8	HINES 5.0	
		3,326	52645			113.5	113.7	BLACKDUCK 6.5	
		2,215	52650			118.5	118.7	FUNKLEY 9.5	
			52656			125.0	125.2	NORTHOME 5.1	
			52666			134.6	134.7	MIZPAH 4.8	
			52671			139.7	139.8	GEMMELL 12.3	
		2,107	52676		144.4	144.6	MARGIE 9.1		
			52688		156.7	156.9	BIG FALLS 1.0		
			52697		165.8	166.0	GRAND FALLS 9.0		
		2,178	52698		166.8	167.0	WISNER 8.3		
			52707		175.8	176.0	LITTLE FORK 9.4		
		2,252	52715		184.1	184.3	NAKODA 6.9		
		3,831	52724		193.4	193.7	INTERNATIONAL FALLS		
	BKRTY		52731		200.3	200.6			

Train Dispatcher Calls—Brainerd-90, Walker-46, Margie-47

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

WISCONSIN DIVISION

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Duluth	5th Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS	EASTWARD
				761				760			
				NRPC 10 Daily				NRPC 9 Daily			
BKRY			05001	6:00PM	214	152.1 150.1	0.0		DULUTH 1.0	As 11:35AM	
JTY				6:03	234	1.6	1.0		GARFIELD AVE To DWP Jct. 2.5 3.5	11:30	
JY		51975				1.3	4.5	DT	BERWIND JCT. 0.7		
IY				6:21		2.0	5.2		GRASSY POINT DRAW 1.5	11:16	
JUY				6:26		3.5	6.7	DT	LST & T JCT. 0.2	11:10	
Y			05004	6:35	27	4.6	6.9	WS	SUPERIOR To Central Ave. 4.2	11:00	

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.

BKRY					27	8.6		DT	28TH STREET YARD 1.7	ABS		
IJXY			05008	6:42	28	8.6	11.1		SU CENTRAL AVE 2.0		10:52	
IJXY			05010	6:45		13.1	13.1		S SAUNDERS 3.1		10:49	
IJTY			05013	A 6:49PM	30	13.3		2MT	BOYLSTON 5.8	CTC	10:45AM	
X			05019			19.1	22.0		DT	DEWEY 3.9	ABS	
X			05023			22.7	25.9			STATE LINE 9.9		
IJXR			05033			35.2	35.8		DT	UN CARLTON 6.0	ABS	
XY			05039			41.1	41.8			KN CLOQUET 16.5		
JX	6,619	05055				57.7	58.3		2MT	BROOKSTON 7.8		
	9,345	05063				65.6	66.1			PAUPORES 10.0		
	9,785	05073				75.6	76.1			FLOODWOOD 6.6	CTC	
	9,216	05079				82.2	82.7			ISLAND 9.9		
	9,893	05090				92.1	92.6			SWAN RIVER 9.0		
	9,917	05099				101.0	101.6			PHLBIN 7.5		
JT	7,036	05106				108.4	109.1			GUNN 3.0		
RY		05109				112.1	112.1			GR GRAND RAPIDS 5.0	ABS	
	6,225	05115				117.0	117.1			COMASSET 8.8		
BY	6,950	05124			125.7	125.9			DEER RIVER 7.1			
	3,705	05131			132.8	133.0			BALL CLUB 12.9			
	3,662	05144			145.8	145.9			BENA 7.6			
	6,228	05151			152.9	153.5			SCHLEY 2.0			
J		05153			155.4	155.5			BOO JCT. 9.5			
BKRTY		05163			165.2	165.0			CS CASS LAKE			

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.  
 Train Dispatcher Calls—Garfield-84, Carlton-84, Floodwood-94, Grand Rapids-92, Cass Lake-93

WESTWARD	Rule 6(A) Sign	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Allouez	6th Subdivn BRANCH LINE STATIONS Office Calls	
							DT	ABS
	BIRTXY		52004	29	6.0	0.0	ALLOUEZ 1.9	B
	Y				7.9	1.9	KOPPERS SPUR 1.0	
	Y				8.7	2.9	BRIDGE (1.3) 1.3	
	LIRX		05010		10.3	4.2	SAUNDERS	

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

WESTWARD	Rule 6(A) Sign	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ashland	7th Subdivn BRANCH LINE STATIONS Office Calls	
							AJ	SU
	TY		51900	233	0.0	0.0	ASHLAND 10.2	SU
		2,929	51911		10.7	10.2	MOQUAH 13.6	
			51924		24.3	23.8	TOPSIDE 4.6	
		1,264	51929		28.4	28.4	IRON RIVER 8.0	
		1,370	51937		36.8	36.4	BRULE 5.1	
		2,050	51942		41.9	41.5	BLUEBERRY 2.5	
			51944		44.5	44.0	MAPLE 4.1	
		920	51949		48.5	48.1	POPLAR 13.6	
	JY		51962		62.2	61.7	ALLOUEZ 1.5	
	TY		51963		63.7	63.2	EAST END 1.7	
	Y		51965	65.3	64.9	HILL AVE. 1.4		
	IY		51966	66.0	66.3	SOO LINE CROSSING 1.1		
	IIRXY		05008	67.9	67.4	CENTRAL AVE.		

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

WESTWARD	Rule 6(A) Sign	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Garfield Ave.	8th Subdivn MAIN LINE STATIONS Office Calls	
							WS	
	JY			27	1.6	0.0	GARFIELD AVE. 1.4	WS
	IY				2.7	1.4	BRIDGE SWITCH 0.9	
	IY				3.4	2.3	ELEVATOR STATION 0.7	
	JY					3.0	C & NW CONN 0.2	
	BKRY		05004		4.6	3.2	SUPERIOR	

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

WESTWARD	Rule 6(A) Sign	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Brookston	9th Subdivn MAIN LINE STATIONS Office Calls	
							CTC	ABS
	J		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	OMEGA 10.2	
	JY		52345		107.5	50.1	K. D. JCT. 0.2	
	BJKRTY		52401	237	107.5		KY KELLY LAKE 4.0	ABS
	Y		52354		0.0	50.3	KEEWATIN 5.6	
	Y		52362		3.8	54.3	NASHWAUK 6.6	
	Y		52373		9.4	59.9	CU CALUMET 5.4	
	JY		52376		21.4	71.9	TACONITE JCT 4.6	
	TY		52382		25.8	76.5	CANISTEO 5.2	
	JTY		05106	31.3	81.7	GUNN		

Train Dispatcher Calls—Baden-94, Kelly Lake-91, Gunn-92

WESTWARD	Rule 6(A) Sign	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sherwood Jct.	10th Subdivn MAIN LINE STATIONS Office Calls	
							CTC	ABS
	TY		52440	229	111.1		VIRGINIA 0.7	CTC
	JY				110.4		DM&R SLIVER BRANCH JCT.	

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

WESTWARD	Rule 6(A) Sign	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sherwood Jct.	10th Subdivn MAIN LINE STATIONS Office Calls	
							CTC	ABS
	JY		52427	238	109.1	0.0	SHERWOOD JCT. 0.2	CTC
	Y	4,128	52426		109.4	0.2	BUHL 0.9	
	Y				110.4	1.1	FRAZER YARD 3.0	
	JY		52418		113.4	4.1	ST. CLAIR JCT. 0.4	
	JY		52416		113.7	4.5	WILPEN JCT. 2.1	
	AY		52412		115.8	6.6	EMMERT 3.0	
	XY		52408		118.9	9.6	HBBNG 3.2	
	JXY				122.1	12.8	H&B TAC JCT. 0.5	
	BJKRTY		52401	122.6	13.3	KELLY LAKE		

Train Dispatcher Calls—Frazer Yard-91, Kelly Lake-91

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Weroad	11th Subdivn BRANCH LINE STATIONS Office Calls	
				55315	244	104.5	0.0	WARROAD
			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	22.6		81.7	800 LINE CROSSING	3.1
T			55230	19.6		84.8	VR 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				
				243	67.8	104.3	Q N JCT.	11.0
JRY			05251		56.8	115.3	TILDEN JCT.	

Train Dispatcher Calls—Thief River Falls-80

WESTWARD	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	
	JY				32	83.4	0.0	FISHER LINE JCT.
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	39.1		39.1	ARGYLE	8.4
			09335	47.5		47.5	NE 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		

Train Dispatcher Calls—Fisher Line Jct.-76, Warren-76, Hallock-78

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Larimore	13th Subdivn BRANCH LINE STATIONS Office Calls	
	JKRTY			05323	23	129.6	0.0	LARIMORE
			56353	117.4		12.6	NORTHWOOD	8.5
			56345	109.0		21.1	HATTON	6.5
JT			56338	102.4		27.6	PORTLAND JCT.	4.9
				96.0		32.5	MAYVILLE	
Y			56333					

Train Dispatcher Calls—Larimore-31

EASTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Redland Jct.	14th Subdivn BRANCH LINE STATIONS Office Calls	
	JY			05265	246	65.9	0.0	REDLAND JCT.
			1,936 55060	61.3		7.5	HAROLD	7.9
			55052	53.4		15.4	MELVIN	8.0
				45.4		23.4	FERTILE	
			2,727 55044					

Train Dispatcher Calls—Harold-30

WESTWARD	Rule (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
			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	BELTRAM	15.3
JY			09285	80.3		62.3	M. N. JCT.	0.7
JY				80.9		63.0	CROOKSTON JCT.	

Train Dispatcher Calls—Crookston Jct.-30

WESTWARD	Rule (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
			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	WELSVILLE	5.6
			56052	50.8		52.0	CLIMAX	5.9
			56057	56.8		57.9	ELDRID	8.6
JY			09285	65.5	66.5	M. N. JCT.		

Train Dispatcher Calls—Moorhead-30

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Honeyford	17th Subdivn BRANCH LINE STATIONS Office Calls	
				55422	249	117.8	0.0	HONEYFORD
			3,967 55425	121.3		3.5	GILBY	4.3
			55430	125.6		7.8	JOHNSTOWN	4.7
UY			3,946 55434	130.3		12.5	FOREST RIVER	5.8
			4,978 55440	136.1		18.3	YOSS	8.9
BJRTUY			2,513 55539	145.0		27.2	FN GRAFTON	15.5
Y			3,256 55464	160.5		42.7	DRAYTON	18.3
			2,249 55483	178.8		61.0	JOLIETTE	

Train Dispatcher Calls—Grafton-48

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

WESTWARD	Rule 6(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			
		3,660	05172				95.6	9.6		ROSBY			
	J						93.8	11.4		BRAINERD JCT.			
	J						91.4	13.7		INTERNATIONAL FALLS JCT.	Rule 261-264		
	AJRY		05178				90.3	15.3	BM	BEMIDJI			
		8,129	05184				84.1	21.4		WILTON			
			05196				72.0	33.7		SHEVLIN			
			05203				65.1	40.4		BAGLEY			
		8,239	05211				57.7	47.7		EBRO			
		3,688	05224				44.7	60.7		FOBSTON			
		9,033	05231				37.2	68.3		McINTOSH			
	A	3,823	05237				31.2	74.4	RS	ERSKINE			
			05244				24.5	81.1		MENTOR			
	JRY		05251				17.7	88.0		TILDEN JCT.			
		9,038	05255				12.9	92.5		BENOIT			
	JY		05265			2.9	102.7		REDLAND JCT.				
	J					0.5	105.6		CROOKSTON JCT.				
						0.0							
	BJKRTY		05270			32	82.3	106.9	C	CROOKSTON			
	JY		05271				83.4	108.0		FISHER LINE JCT.			
	JY						83.9	108.5		NORTH CROOKSTON JCT.			
		7,710	05280				93.1	117.7		FISHER			
	BKRY		05295			107.5	132.1	GF	GRAND FORKS				
						111.9							
	IJTY		05299			1.0	134.6		PA TOWER				
	IJT			5:08AM		2.2	135.8		D. L. SWITCH	ABS	A 12:32AM		
		7,581	05310	5:23		12.3	147.7		EMERADO		12:21		
			05316			18.3	153.8		ARVILLA				
	JKRTY	9,288	05323	5:33		24.3	159.8	KI	LARIMORE		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.  
 Train Dispatcher Calls—Cass Lake-83, Bagley-82, Fosston-81, Crookston-75, Larimore-31

18TH & 19TH SUBDIVISIONS ON NEXT PAGE

WESTWARD		18th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD	
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From PA Tower	PA PA TOWER 1.4 CALSPUR 10.6 MANVEL 12.1 ARDOCH 6.1 MINTO 8.9 FN GRAFTON 6.5 AUBURN 7.6 ST. THOMAS 6.1 GLASSTON 6.9 HAMILTON 5.2 BATHGATE 8.3 NECHE	Line Segment	Mile Post Location	Distance From Hannah Jct.
LJY		05299	250	0.0	0.0			0.0	0.0
JUY		55502		1.4	1.4			5.8	6.0
		55512		12.5	12.0			16.6	16.8
U		55524		24.5	24.1			28.0	28.3
		55530		30.6	30.2			34.2	34.5
BJRTUY	4,481	55539		39.4	39.1			43.5	43.8
		55546		45.9	45.6			56.1	56.4
Y		55553		53.5	53.2			61.9	62.1
		55559		59.6	59.3			73.6	73.8
		55566		66.5	66.2			88.0	88.2
		55571		71.6	71.4			95.0	95.2
Y		55579		79.9	79.7				

Train Dispatcher Calls—Grafton-48

WESTWARD		21st Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD	
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Hannah Jct.	HANNAH JCT. 6.0 McCANNA 10.8 INKSTER 11.5 PSEK 6.2 PARK RIVER 9.3 EDINBURG 12.6 MILTON 5.7 OSNABROCK 11.7 LANGDON 14.4 WALES 7.0 HANNAH	Line Segment	Mile Post Location	Distance From Hannah Jct.
J		05325	252	0.0	0.0			0.0	0.0
		55706		5.8	6.0			16.6	16.8
		55717		16.6	16.8			28.0	28.3
T	2,445	55734		34.2	34.5			43.5	43.8
		55744		43.5	43.8			56.1	56.4
		55756		56.1	56.4			61.9	62.1
R	1,992	55774		73.6	73.8			88.0	88.2
		55788		88.0	88.2			95.0	95.2
T		55795		95.0	95.2				

Train Dispatcher Calls—Hannah Jct.-31

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

BN Radio Channel No. 1 in service for these Subdivisions.  
Train Dispatcher Calls—Crystal-48

20TH SUBDIVISION ON PREVIOUS PAGE

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>			
06002 North Central Public Service Spur	2.3 east of Coon Creek	6	West
06012 Cedar	5.7 east of Andover	8	West
06024 Huaky Spur	7.4 west of Cambridge	2	West
06024 Isanti	5.7 west of Cambridge	54	Both
06034 Grandy	4.9 east of Cambridge	3	East
07438 Mora	11.4 west of Brook Park	5	Both
06094 Kerrick	6.5 west of Nickerson	8	East
<b>2nd Subdivision</b>			
51025 Winnick Spur	6.1 east of Hugo	2	West
51033 Stacy Spur	4.2 east of Wyoming	15	East
51064 Gorham Spur	1.0 east of Pine City	5	West

MINE SPURS

Name	Miles—Location	Switch Opens
52403 Hibbing Taconite Mahoning	0.5 east of Kelly Lake	West
52404 Group Lines and So. Agnew	0.7 east of Kelly Lake	West
52352 National Taconite	2.5 west of Kelly Lake	East
52352 National Taconite	1.4 west of Keewatin	West
52356 Mesabi Chief Washer	2.0 west of Keewatin	West
52365 Butler Taconite	0.7 west of Nashwauk	East
52370 Hill Annex Creta	1.4 east of Calumet	East
52381 Canisteo Mine	0.1 east of Canisteo	Both
52385 Greenway	2.4 west of Canisteo	West
<b>Fourth Subdivision (Mine Spurs—Cuyuna Range)</b>		
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



INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens	
<b>3rd Subdivision</b>				56344	Olaf Bye & Sons Spur . . . . .	10	West	
52565	Bemidji Bottle Gas Co. Spur	0.4 west of Pine River . . . . .	5	West	56428	Portland	30	Both
<b>4th Subdivision</b>				56332	Occidental Agri. Chemicals Spur	1.0 west of Mayville . . . . .	9	East
51135	Wrenshall . . . . .	4.3 east of Carlton . . . . .	130	Both	56331	Mayville Pelleting Co. Spur	6	West
52132	Sawyer . . . . .	9.7 west of Carlton . . . . .	5	East	Gormley Bean Co. . . . .	1.1 west of Mayville . . . . .	6	West
52150	Wright . . . . .	15.4 east of McGregor . . . . .	21	West		1.2 west of Mayville . . . . .	13	West
52156	Tamarack . . . . .	9.3 east of McGregor . . . . .	3	East	<b>14th Subdivision</b>			
52179	Rosburg . . . . .	6.1 east of Aitkin . . . . .	9	West	55054	Spring Pit . . . . .	82	West
52804	Ironton . . . . .	3.8 west of Deerwood . . . . .	Yard	Both	J. R. Dale Farm Supply Spur	0.9 west of Fertile . . . . .	7	East
52218	Klein Spur . . . . .	1.4 west of Baxter . . . . .	14	East	<b>15th Subdivision</b>			
52240	Northern Mfg. Spur . . . . .	3.5 east of Staples . . . . .	9	West	09251	American Oil Co. Spur . . . . .	13	West
<b>5th Subdivision</b>				09257	Hadler . . . . .	31	Both	
05029	Alford . . . . .	3.8 east of Carlton . . . . .	10	East	09262	Lockhart . . . . .	12	East
	Brookston Gravel Pit . . . . .	0.1 west of Brookston . . . . .	80	Both	09275	Greenview . . . . .	23	Both
05068	Mirbat . . . . .	5.4 east of Floodwood . . . . .	7	East	<b>16th Subdivision</b>			
05086	Wawina . . . . .	6.7 west of Island . . . . .	21	East	56002	Bingham . . . . .	626	Both
05113	Seyton . . . . .	3.2 west of Grand Rapids . . . . .	52	Both	56064	Wilds . . . . .	730	East
05114	Cohasset Mill & Lumber Co.	1.0 east of Cohasset . . . . .	9	East	<b>17th Subdivision</b>			
05116	Minn. Power and Light Spur	0.4 west of Cohasset . . . . .	121	East	55456	Cashel . . . . .	33	Both
05123	Chippewa Wood Processing Spur	0.1 east of Deer River . . . . .	16	West		Potato Whse. Spur . . . . .	30	East
05156	Webster Lumber Co. . . . .	5.3 west of Schley . . . . .	16	East		Drayton Potato Packer Spur	12	East
<b>7th Subdivision</b>					American Crystal Plant . . . . .	Yard	Both	
51902	Midland Services, Inc. . . . .	1.7 west of Ashland . . . . .	7	West	55469	Pittsburg . . . . .	35	Both
51917	Ino . . . . .	6.6 west of Moquah . . . . .	12	West	55473	Bowesmont . . . . .	27	Both
51957	Cutter . . . . .	8.5 west of Poplar . . . . .	5	East	<b>18th Subdivision</b>			
<b>9th Subdivision</b>				55528	J.D. Miller Potato Co. . . . .	5	East	
52306	Arlberg . . . . .	5.4 west of Brookston . . . . .	15	East	55527	Process Potatoes Inc. . . . .	9	East
52331	Casco . . . . .	5.8 west of Fernoy . . . . .	16	East	55529	F & R Rudnik . . . . .	5	East
52338	Old Onega Spur . . . . .	1.2 east of Onega . . . . .	6	East	55535	Herriott . . . . .	39	Both
52350	Keowatin Saw Mill Spur . . . . .	1.9 west of Kelly . . . . .			55554	Tobiason Gillishammer . . . . .	10	East
52377	Bovey . . . . .	1.8 west of Taconite Jct. . . . .	15	East	<b>19th Subdivision</b>			
<b>10th Subdivision</b>				55610	Hoople Industries . . . . .	57	East	
52422	Elbern Siding . . . . .	3.4 west of Buhl . . . . .	36	Both	55611	Folsom-Fedje Spur . . . . .	11	East
	16th Avenue Ramp . . . . .	0.9 east of Hibbing . . . . .	4	East	55614	Hoople Potato Products Inc. Spur	16	East
	Oil Track . . . . .	1.4 east of Hibbing . . . . .	17	Both		Murray Bean Co. . . . .	3	East
	Douglas Shop Spur . . . . .	2.2 east of Emmert . . . . .	9	West	55630	Cominco Fertilizer & Valley Bean Ass'n Spur . . . . .	14	West
<b>11th Subdivision</b>				55636	Backoo . . . . .	34	Both	
55314	Ralston Purina Spur . . . . .	0.7 west of Warroad . . . . .	6	East	55645	Ted Eggan Potato Whse. . . . .	8	West
55313	Marvin Elev. Spur . . . . .	0.8 west of Warroad . . . . .	33	West	55646	Johnson Potato Co. Spur . . . . .	13	East
55303	Salol . . . . .	12.2 west of Warroad . . . . .	14	Both		M.T.K. Inc. Spur . . . . .	8	West
55293	Farm Service Equip. Spur . . . . .	1.0 west of Roseau . . . . .	6	East	<b>20th Subdivision</b>			
55290	Roseau Pit . . . . .	3.0 west of Roseau . . . . .	36	East	05169	Potlatch Spur . . . . .		East
55288	Fox . . . . .	6.1 west of Roseau . . . . .	16	Both	05179	Airport Spur . . . . .	18	West
55261	Strathcona . . . . .	10.2 west of Greenbush . . . . .	23	West	05188	Northwood Spur . . . . .		East
55227	Northwest Pellet Ass'n Spur	3.0 west of Thief River Falls . . . . .	10	West	05190	Solway . . . . .	30	Both
	FUGTA Elev. Spur . . . . .	1.0 west of Red Lake Falls . . . . .	19	West	05216	Lengby . . . . .	14	East
<b>12th Subdivision</b>				05243	Solar Gas . . . . .	66	Both	
09289	Agricultural Exp. Spur . . . . .	0.2 west of Noyes Jct. . . . .	33	East	05259	Benoit Pit . . . . .	157	West
09314	Roan . . . . .	5.0 west of Angus . . . . .	12	East	05288	Mallory . . . . .	18	East
09316	Fertilizer Spur . . . . .	0.5 east of Warren . . . . .	7	East	05301	Powell . . . . .	17	Both
09319	Earl Swanson Spur . . . . .	0.7 west of Warren . . . . .	17	West	05311	Emerado Air Base Spur . . . . .	125	East
09321	Luna . . . . .	4.1 west of Warren . . . . .	10	East	<b>21st Subdivision</b>			
	Argyle Potato Services Spur	0.3 west of Argyle . . . . .	17	West		Forest River Bean Plant Spur	9	West
09350	Industrial Site Spur . . . . .	1.1 east of Stephen . . . . .	15	East	55713	Orr . . . . .	28	Both
	S. P. Lipoma Potato Whse. Spur	0.7 west of Kennedy . . . . .	52	East	55723	Conway . . . . .	26	Both
	Agago Dist. Inc. . . . .	0.8 east of Hallock . . . . .	7	East		Rosford Johnson Spur . . . . .	20	West
09357	George Weleski Spur . . . . .	0.7 east of Hallock . . . . .	7	East	55740	Kerry . . . . .	20	Both
09364	Hill Siding . . . . .	7.0 west of Hallock . . . . .	16	Both	55741	Kerry Pit . . . . .	116	East
09376	St. Vincent . . . . .	1.8 east of Noyes . . . . .	13	Both	55750	Union . . . . .	28	West
<b>13th Subdivision</b>				55768	Easby . . . . .	30	Both	
56360	Kempton . . . . .	6.3 west of Larimore . . . . .	15	East	55781	Dresden . . . . .	34	Both
56343	Hunter Commodity Spur . . . . .	0.8 west of Hatton . . . . .	8	West				

DAKOTA DIVISION

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 2.4	A	2:13AM		
	JXY		00675	A 3:31AM		5.5	2.4				MOOREHEAD JCT 3.0		2:10AM	
	JXY		00679			8.5	5.4				FARGO 4.3			
	LJXY		00683			12.9	9.7				WEST FARGO 3.0	ABS Rule 251- 254		
	Y	W4,399	00686			15.9	12.7				FIFE 4.3			
			00690			20.1	17.0				MAPLETON 7.6			
	JXY		00698			28.4	24.5		2MT	CT	CASSELTON 3.3			
	J					31.0	27.8				SURREY LINE JCT. 7.8	CTC		
						38.8				DT	MAGNOLIA 5.0	ABS Rule 251- 254		
	Y		03279			43.8	40.6				BUFFALO 5.9			
			03285			49.7	46.5				TOWER CITY 2.7			
		6,478	03288			52.4	49.2				KOLDOK 7.9			
		6,794	03296			60.4	57.1				PEAK 5.2			
			03301			65.5	62.3				VY	VALLEY CITY 4.4		
	Y	6,371	03306			70.0	66.7				BEREA 6.1			
	JTY	7,940	03312			76.1	72.8				SANBORN 5.3			
		6,470	03317			81.4	78.1				ECKELSON 7.7			
	Y	6,302	03325			89.1	85.8				SPRITWOOD 6.1			
			03331			95.2	91.9				BLOOM 5.5			
						99.2								
						99.2				DT				
	BJKRTXY		03336			93.7	97.4				JY	JAMESTOWN 6.2	ABS	
	Y		03342			99.9	103.6				ELDRIDGE 9.2			
		7,243	03352			109.0	112.8				WINDSOR 3.8			
		3,635	03356			112.8	116.6				CLEVELAND 8.7			
		7,336	03364			121.5	125.3				MD	MEDINA 12.9		
		11,585	03377		134.5	138.2				LADOGA 8.7				
		6,235	03386		143.2	146.9				DAWSON 7.8				
		7,396	03394		151.0	154.7				ST	STEELE 10.7			
		8,451	03404		161.9	165.4				DRISCOLL 7.8				
		6,197	03412		169.6	173.2				STERLING 6.6				
	JT		03419		176.2	179.8				MZ	McKENZIE 5.5			
		6,313	03424		181.6	185.3				BURLEIGH 7.8				
		6,571	03432		189.5	193.1				PIERCE 5.0				
	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.  
 Train Dispatcher Calls--Mapleton-35, Peak-36, Spiritwood-37, Cleveland-39, Steele-40, Burleigh-41

WESTWARD ↓	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Breckenridge	2nd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS	EASTWARD ↑
				7				8			
				NRPC Daily				NRPC Daily			
					22	215.0					
BKRT			03204			0.0	0.0	BR BRECKENRIDGE	CTC		
			03207		23	0.5	1.0	1.0 WAHPETON			
						1.4					
JY			03209			0.0	1.8	12.4 WAHPETON JCT.			
			10012			12.3	14.2	9.0 KENT			
	4,638		10021		288	21.3	23.2	6.8 WOLVERTON			
			10028			28.1	30.0	13.1 COMSTOCK	ABS		
	5,966					42.2	43.1	1.6 SOUTH MOORHEAD			
						42.8					
IJXY			00675	3:31AM		21.4	44.6	0.9 MOORHEAD JCT.		A 2:10AM	
JY	2,855		00676	3:33	220	22.3	45.5	1.1 MOORHEAD		2:07	
						23.4					
BIKRY			00678	3:43 3:47		0.0	46.6	0.1 FARGO PSGR STATION	ABS Rule 261-264	2:04 3:200	
JTXY			00679	A 3:48AM		0.1	46.7	3.8 FARGO YARD OFFICE		1:48AM	
									ABS		
IJY						3.9	50.5	7.5 JY JCT.			
	3,559	56111			34	12.4	58.0	10.4 PROSPER			
JT	3,346		00707			22.9	68.4	6.1 VANCE			
	3,546		00713			28.9	74.5	3.0 MASON			
J			00716			31.9	77.5	9.0 ERIE JCT.			
JY			00724			40.7	86.5	NOLAN			

EXCEPT WHERE RULE 281 IS IN EFFECT, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.  
Train Dispatcher Calls—Wahpeton-45, Vance-24

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		EASTWARD ↑
							23		
							23		
JY			03209		1.4	0.0	6.0 WAHPETON JCT.		
		7,162	03213		7.4	6.0	6.6 DWIGHT		
			03220		14.1	12.6	6.6 GALCHUTT		
	7,452		03227		20.6	19.2	6.2 COLFAX		
			03233		26.9	25.4	7.9 WALCOTT	ABS	
		7,131	03241		34.7	33.3	5.0 KINDRED		
A			03246		39.6	38.3	4.3 DAVENPORT		
J			03251		44.0	42.6	2.5 CHAFFEE LINE JCT.		
	7,094		03253		47.4	46.1	7.9 DURBIN		
JY	3,789	00698			55.0	53.8	CT CASSELTON		

Train Dispatcher Calls—Casselton-24, Kindred-25

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

DAKOTA DIVISION

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS		Line Segment	Mile Post Location	Distance From Surrey Line Jct.	4th Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS		EASTWARD
				7					8				
				NRPC Daily					NRPC Daily				
	J		10096			24	3.3	0.0	SURREY LINE JCT.				
		9,673	00709				10.5	7.6	ABSARAKA				
							24.3		13.5				
	J	10,321	00724			34	40.7	21.1	NOLAN				
							52.8	33.2	12.1	PILLSBURY			
		6,935	00736				60.2	40.6	7.4	LIVERNE			
		9,206	00744				73.0	53.3	12.7	HANNAFORD			
	J	9,639	00757				86.4	66.7	13.4	SUTTON			
							99.9	80.3	13.6	JUANITA			
		9,717	00770				112.7	93.1	12.8	BRANTFORD			
		9,693	00784				124.3	104.7	11.6	NEW ROCKFORD			
	JT	10,498	00808				136.8	117.2	12.5	BREMEN	CTC		
							149.5	129.7	12.5	HEIMDAL			
		9,154	00833			161.7	142.1	12.4	SELZ				
		9,189	00845			177.0	157.4	15.3	AYLMER				
		9,796	00861			186.8	167.2	9.8	GUTHRIE				
		9,374	00870			199.6	180.0	12.8	KARLSRUHE				
		9,331	00883			211.9	192.3	12.3	SIMCOE				
		9,675	00896			226.0	206.4	14.1	SURREY		A 9:07PM		
	J		05495	8:33AM		33	197.9	208.7	2.3	GY GAVIN YARD			
	BJKRT		00911				199.7	209.8	1.1	J. D. SWITCH			
			00913				203.2		3.9				
	Y		00917	8:45 9:00			0.0	213.7		MINOT		9:00 8:45	
	IJRY						0.5	213.8	DT	SX SOO TOWER	ABS Rule 251- 254		
	A						4.8	218.0		W. L. SWITCH		8:31	
	A						5.2	218.7		GASSMAN SWITCH	ABS		
									DT	8.5	ABS Rule 251- 254		
			00930				13.8	227.2		DES LACS			
	J	10,333	00939			35	22.8	236.0		BERTHOLD			
							39.4	252.5	16.5	BLAISDELL			
		9,643	00956				54.3	267.3	14.8	STANLEY		8:50	
	JT	13,701 10,139	00970	9:55			61.5	274.6	7.3	ROSS			
							73.5	286.6	12.0	WHITE EARTH	CTC		
		8,368	00978				81.8	294.5	7.9	TIOGA			
		6,987	00990				87.4	300.0	5.5	TEMPLE			
		5,648	00998				99.0	311.6	12.1	WHEELOCK			
		13,309	01003				104.2	316.6	5.0	EPPING			
		9,111	01015	10:40					17.1	DT	WN WILLISTON	ABS Rule 251- 254	6:40PM
	BKRTY		01036	As 11:00AM		121.1	333.7						

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

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

Train Dispatcher Calls—AYR-24, Nolan-23, Hannaford-22, Juanita-21, New Rockford-20, Hamberg-19, Selz-17, Aylmer-16, Simcoe-15, Berthold-01, Stanley-02, Tioga-03, Epping-04

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 (Milw)	

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
23	Amenia—Vance	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
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
291	JY Jct.—West Fargo	0.0 to 2.7

BALLAST PITS

Line Segment	
583	Lisbon
584	Minot

DAKOTA DIVISION

WESTWARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Fargo Yard Office	5th Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS	EASTWARD
				7				8			
				NRPC Daily				NRPC Daily			
	JRTY		00679	3:48AM	220	23.5	0.0	FARGO YARD OFFICE	ABS	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	
		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		1:17	
		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	
	T			5:02 5:07		99.0	74.4	WEST GRAND FORKS		12:45 12:40	
	IJT			A 5:08AM		99.2	74.6	D.L. SWITCH		12:32AM	

BETWEEN D. L. SWITCH AND HANNAH JCT. WISCONSIN DIVISION  
20TH SUBDIVISION TIMETABLE AND SPECIAL INSTRUCTIONS GOVERN.

	JY		05325	5:35AM	33	26.7	100.9	HANNAH JCT.	ABS	A 12:08AM
		8,940	05336			38.3	112.5	NIAGARA		11:55
			05343			44.5	118.8	PETERSBURG		
		8,883	05348	5:54		50.3	124.6	MICHIGAN		11:44
	JTY	8,908	05359	6:03		60.7	135.0	LAKOTA		11:35
			05368			69.6	143.9	DOYON		
		9,837	05373	6:14		74.5	148.7	CRARY		11:23
				6:29 6:32		85.3	159.5	WS DEVILS LAKE		11:13 11:10
			05396	6:42		98.2	172.5	PENN		10:51
	JTY	6,511	05402			104.2	178.5	CHURCHS FERRY		
		8,214	05414	6:58		115.7	189.4	LEEDS		10:32
	JTY	4,540	05420			121.9	196.2	YORK		
			05426			127.8	202.2	KNOX		
			05432			133.4	207.7	PLEASANT LAKE		
	JTY	6,286	05441	7:38		142.4	216.7	RU RUGBY		10:05
		3,586	05446			147.6	222.0	TUNBRIDGE		
		3,631	05452			153.9	228.3	BERWICK		
	JTY	8,882	05460	7:58		161.3	235.7	TOWNER		9:39
		3,661	05468			170.0	244.5	DENBIGH		
	JTY	3,574	05481	8:18	182.0	256.6	GRANVILLE	9:19		
		3,621	05487		188.9	263.5	NORWICH			
	JY		05495	A 8:33AM	196.0	270.7	SURREY	9:07PM		

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

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls—Hillsboro-32, Niagara-31, Lakota-19, Devils Lake-08, Towner-07

WESTWARD		6th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD	
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		
		56305		69.0	5.0		ARTHUR	Rule S-225	
		56311		75.0	11.0		HUNTER		
		56322		86.0	21.7		BLANCHARD		

Train Dispatcher Calls—Arthur-23

WESTWARD		7th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD	
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.		
		56402		1.4	1.6		ERIE	Rule S-225	
		56412		12.1	12.3		GALESBURG		
		56418		17.5	18.0		CLIFFORD		

Train Dispatcher Calls—Galesburg-23

WESTWARD		8th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Nolan				
J		00724	24	24.3	0.0		NOLAN		
		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		

Train Dispatcher Calls—Nolan-23

WESTWARD		9th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Fargo				
JTXY		00679	276	0.0	0.0		FARGO		
Y		56611		9.5	10.6		HORACE		
A		03246		18.2	19.4		DAVENPORT		
		56625		24.3	25.4		WOODS		
		56629		28.0	29.1		LEONARD		
		56641		40.4	41.5		SHELDON		
		56651		49.5	50.6		BUTZVILLE		
		56656		55.2	56.3		LIBBON		
		56664		62.8	64.0		ELLIOTT		
		56669		67.7	68.7		ENGLEVALE		
		56677		75.6	76.6		VERONA		
JRTY		56683		81.7	82.8		INDEPENDENCE		
JRY		56688		87.0	88.1		LAMOURE		
		56698		97.1	98.2		BERLIN		
TY		56708		106.8	108.0		EDGELEY JCT.		
Y		56710		107.9	109.1		EDGELEY		

Train Dispatcher Calls—Woods-35

WESTWARD		10th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD	
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Casselton				
JY		00698	278	0.0	0.0		CT CASSELTON		
		56206		5.7	6.2		MYRA		
		56212		12.3	12.7		EMBDEN		
		56219		18.6	19.0		ALICE		
		56232		32.2	32.7		NOME		
		56241		40.7	41.2		KATHRYN		
		56247		47.3	47.8		HASTINGS		
		56252		52.5	53.0		LITCHVILLE		
T		56260		60.3	60.7		MARION		

Train Dispatcher Calls—Alice-35

WESTWARD		11th Subdivn BRANCH LINE STATIONS Office Calls						EASTWARD	
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		
A		57310		9.6	10.0		ROGERS		
		57318		17.8	18.1		DAZEY		
		57324		23.3	23.6		WALUM		
JY		00757		26.4	26.7		HAMNAFORD		
		57406		32.5	32.8		SHEPARD		
		57410		36.5	36.7		COOPERSTOWN	Rule S-225	
		57425		51.0	51.2		BINFORD		

Train Dispatcher Calls—Walum-36

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 Oakes	12th Subdivn BRANCH LINE STATIONS Office Calls	
						KS OAKES	INDEPENDENCE
JRTY		56969	283	14.8	0.0	7.6	INDEPENDENCE
		56962		7.7	7.6	7.8	
				0.0			
JRTY		56683	276	81.7	15.4		

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Carrington	14th Subdivn BRANCH LINE STATIONS Office Calls	
						CARRINGTON	TURTLE LAKE
JRTY		57544	285	0.0	0.0	13.0	Rule S-225
		57713		12.6	13.0	14.7	
		57727		27.3	27.7	10.6	
		57738		37.9	38.3	9.4	
		57747		47.3	47.7	15.6	
		57763		62.9	63.3	13.0	
		57776		75.8	76.3	8.6	
T		57784		85.0	84.9		

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

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Oakes	12th Subdivn BRANCH LINE STATIONS Office Calls	
						LAMOURE	ESMOND
JRY		56688	276	87.0		7.7	ESMOND
		56941		48.5	20.6	8.5	
		56933		32.6	36.8	6.3	
		56926	282	26.4	43.1	7.4	ESMOND
		56919		19.0	50.5	6.1	
		56913		13.0	56.6	12.7	
			280	0.6			ESMOND
		03336		0.0	69.3		
		57507		5.2	75.8		
		57513	280	12.2	82.8		ESMOND
JRTY		57521		20.1	90.7		
AJRTY		57544		42.5	113.1		
		57522	286	50.8	121.4		ESMOND
JT		00808		58.5	129.1		
		57811		69.6	140.2		
			286	78.3			ESMOND
JT		57820		0.0	148.9		
		57915		15.4	164.4		
		57928	28.1	176.6			

Train Dispatcher Calls—Montpelier-37

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Pingree	13th Subdivn BRANCH LINE STATIONS Office Calls	
						PINGREE	REGAN
JRTY		57521	284	0.4	0.0	20.5	Rule S-225
		57620		20.5	20.5	11.4	
		57632		31.9	31.9	4.8	
		57637		36.7	36.7	8.4	
		57645		44.7	45.1	10.0	
		57655		54.6	55.1	14.0	
		57669		68.6	69.1	12.1	
		57681		80.7	81.2		

Train Dispatcher Calls—Robinson-39, Regan-40

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Wahpeton Jct.	16th Subdivn BRANCH LINE STATIONS Office Calls	
						WAHPETON JCT.	OAKES
JY		03209	221	75.7	0.0	12.3	Rule S-225
		53291		88.6	12.3	6.0	
		53297		94.6	18.3	6.2	
A		53303		100.8	24.5	9.8	
		53312		110.7	34.3	6.1	
T		53319		116.7	40.4	5.5	
		53322		122.3	45.9	4.9	
		53329		127.1	50.8	7.0	
		53336		134.2	57.8	7.5	
		53343		141.7	65.3	8.0	
BURTY		56969	149.6	73.3			

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

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Ludden Jct.	16th Subdivn BRANCH LINE STATIONS Office Calls	
						LUDDEN JCT.	ELLEDALE
J		54932	273	29.5	80.4	5.3	Rule S-225
		54935		34.7	85.7	14.7	
		54949		49.2	100.4		

Train Dispatcher Calls—Milnor-56

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



17th Subdiv BRANCH LINE STATIONS Office Calls					
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Lakota
JTY		05359	279	0.0	0.0
		55812		12.0	12.4
		55818		17.3	18.7
		55827		27.0	27.2
		55840		39.7	40.1
		55852		52.1	52.4
		55860		59.5	59.9
		55866		65.5	65.8
T		55872		73.0	73.2

Train Dispatcher Calls—Brocket-10

18th Subdiv BRANCH LINE STATIONS Office Calls					
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Devils Lake
BJKRTUY		05383	275	0.0	0.0
		55912		11.8	12.1
		55924		23.4	24.0
U		55939		39.4	39.7
		55953		53.0	53.2
T		55966		66.6	66.0

Train Dispatcher Calls—Starkweather-10

19th Subdiv BRANCH LINE STATIONS Office Calls					
Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Church Ferry
JTY		05402	267	0.0	0.0
	2,592	58015		15.3	15.4
U		58028		28.0	27.9
		58035		35.0	35.2
		58047		47.3	47.4

Train Dispatcher Calls—Bisbee-08

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	269	0.0	0.0
		58213		12.5	12.8
		58221		21.0	21.2
		58238		37.9	38.1
		58245		44.5	44.8
		58256		56.3	56.6
		58262		61.5	61.7
		58267		67.0	67.2
T		58280		80.5	80.2

Train Dispatcher Calls—Carbury-07

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	270	0.0	0.0
		58322		22.0	22.1
		58335		34.8	34.8

Train Dispatcher Calls—Towner-07

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	271	0.0	0.0
		58413		12.9	13.0
		58424		24.3	24.5
U		58435		35.1	35.3
		58446		46.2	46.4
T		58461		61.6	61.7

Train Dispatcher Calls—Lansford-07

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	263	0.0	0.0
		58620		20.4	20.5
		58627		27.2	27.5
JRTY	1,703	58634		33.9	34.2
		58641		40.6	40.9
		58655		54.8	55.1
JRY		58657		57.0	57.2
Y		58665		64.5	65.2
Y	5,737	58668		68.4	68.6
RTY		58688		89.5	88.7

Train Dispatcher Calls—Kenaston-01

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	264	0.0	0.0
A		58708		8.0	8.3
Y		58721		20.8	21.1
J		58723		21.5	21.7

Train Dispatcher Calls—Northgate-02

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 Stanley	25th Subdivn BRANCH LINE STATIONS Office Calls		EASTWARD
	JT			00970		0.0	0.0	STANLEY	
			58812	265	11.7	13.2	13.2	LOSTWOOD	
			58825		24.6	26.0	12.8	POWER'S LAKE	
			58832		31.7	33.1	7.1	BATTLEVIEW	
			58838		38.0	39.5	6.4	McGREGOR	Rule S-225
			58850		50.4	51.8	12.3	WILDROSE	
			58864		64.3	65.7	13.9	ALAMO	
			58870		69.8	71.2	5.5	APPAM	
			58875		74.6	76.0	4.8	ZAHL	
			58887		87.1	88.0	12.0	GRE Nora	
T									

Train Dispatcher Calls—Stanley-02, Wildrose-03, Zahl-04

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

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>				10118	Flaat	13	Both
00692	Norpak . . . . . 2.4 west of Mapleton	20	East	10120	Prairie Sub Station	10	East
00695	Dalrymple . . . . . 5.3 west of Mapleton	37	West	05353	Mapes	43	Both
03270	Wheatland . . . . . 6.5 west of Casselton	23	East	05378	Keith	21	Both
03290	Oriska . . . . . 2.8 west of Koldok	45	Both	58114	Wolford	32	Both
03301	Valley City Freight . . . . . 5.1 east of Berca	Yard	Both	<b>8th Subdivision</b>			
03321	Urbana . . . . . 3.9 west of Eckelson	55	East	57073	Hamar	31	Both
03326	Ladish Spur . . . . . 0.2 west of Spiritwood	Yard	East	<b>9th Subdivision</b>			
03339	Klose Elevator . . . . . 1.7 west of Jamestown	65	Both	56644	Ransom	5	East
03380	Tappen . . . . . 3.1 west of Ladoga	46	Both	56657	Lisbon Pit	42	East
<b>2nd Subdivision</b>				<b>12th Subdivision</b>			
	Mindak Coop Beet Spur . . . . . 4.0 west of Wahpeton Jct.	142	East	57831	Minnewauken	50	Both
	Froedtert Malting . . . . . 4.9 west of Wahpeton Jct.	160	West	<b>15th Subdivision</b>			
10007	Brushvale . . . . . 7.4 west of Wahpeton Jct.	22	Both	57217	Sueltz Spur	5	East
10033	Rustad . . . . . 5.1 west of Comstock	35	Both	57219	Dana	3	East
	NSP Co. Spur . . . . . 1.9 west of Jy Jct.	1	East	<b>16th Subdivision</b>			
00705	Amenia . . . . . 2.1 east of Vance	50	Both	55917	Garske	21	Both
<b>3rd Subdivision</b>				55929	St. Joe	14	Both
03250	Addison . . . . . 3.8 west of Davenport	33	Both	55946	Crocus	27	Both
56507	Lynchburg . . . . . 7.2 west of Chaffee Line Jct.	26	Both	<b>19th Subdivision</b>			
56512	Chaffee . . . . . 11.6 west of Chaffee Line Jct.	10	Both	58007	Maza	28	Both
<b>4th Subdivision</b>				<b>20th Subdivision</b>			
00715	Ayr . . . . . 6.0 west of Absaraka	48	Both	58251	Souris	40	Both
00750	Karnak . . . . . 6.3 west of Luverne	40	East	<b>22nd Subdivision</b>			
00777	Glenfield . . . . . 7.0 west of Sutton	45	Both	58430	Forfar	13	East
00790	Grace City . . . . . 6.4 west of Juanita	38	Both	58454	Lorain	14	Both
00815	Munster . . . . . 6.8 west of New Rockford	30	East	<b>23rd Subdivision</b>			
00827	Hamburg . . . . . 6.1 west of Bremen	36	Both	58607	Hartland	21	Both
00839	Wellshurg . . . . . 6.1 west of Heimdal	46	East	58654	TXL Track	33	Both
00902	Genoa . . . . . 6.4 west of Simcoe	38	East	58663	Stampede	34	Both
58515	Tatman . . . . . 15.8 west of J. D. Switch	182	East	<b>25th Subdivision</b>			
00934	Lonetree . . . . . 4.1 west of Des Lacs	38	Both	58818	Lunds Valley	24	Both
00963	Palermo . . . . . 7.0 west of Blaisdell	28	Both	58844	Hamlet	25	Both
01009	Ray . . . . . 6.8 west of Temple	66	Both				
<b>5th Subdivision</b>							
10059	Argusville . . . . . 5.6 west of Harwood	45	West				
10078	Kelso . . . . . 6.1 west of Grandin	27	Both				
10086	Redco Spur . . . . . 1.7 west of Hillsboro	35	West				
10088	Taft . . . . . 3.7 west of Hillsboro	18	East				
10092	Cummings . . . . . 7.8 west of Hillsboro	70	Both				
10104	Tri-Dees Potato Whse. . . . . 0.8 west of Reynolds	8	East				
10115	Merrifield . . . . . 4.9 west of Thompson	32	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 . . . . .	45 MPH.
Empty coal trains up to 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—

Light locomotive consist or caboose hop . . . . . 50 MPH.

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise 12 MPH.

Cold Weather Speed Restrictions (fahrenheit)

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

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99799 . . . . .	45 MPH.	20 MPH.
All other ore cars . . . . .	40 MPH.	20 MPH.
Scale test cars EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023, 979024 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, locomotives, wrecking derricks 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.

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 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 Locomotives—

Train Operations:

The number of locomotives in a train, regardless of placement, must not exceed 12 not including helpers.

The number of powered axles in a locomotive consist must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

The number of locomotives not in MU operation, regardless of placement in train, must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist.

Locomotives not equipped with alignment control couplers must be handled in the following manner:

Trains of more than 15 cars—

May be all or any portion of the powered consist. Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

Trains of 15 cars or less—

No placement restrictions.

The following locomotives are not equipped with alignment control couplers:

1-585, 1000-1004, 1400-1438, 1955-1971, 6100-6237, 9900-9925.

Light Consist or Caboose Hop Operations:

The number of locomotives in a light consist or caboose hop must not exceed 16.

The number of powered axles must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections, whether powered, isolated or dead must be coupled together and connected for MU operation.

The number of locomotives not in MU operation must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not equipped with alignment control couplers may be placed anywhere in a light consist or caboose hop.

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 locomotives, not equipped with alignment control couplers, are equipped with bolster stops:

1702-1721, 1723-1749, 1751-1775, 1777-1779, 1781-1791, 1793-1799, 1802-1812, 1814, 1816-1817, 1819, 1822, 1824-1833, 1835-1864, 1868-1875, 1877-1882, 1887-1889, 1892, 1896-1898, 1900-1901, 1903-1904, 1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1993-1997.

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

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

Unless otherwise provided in Individual Subdivision Special Instructions:

No restriction on placement when using helper of 6 powered axles or less.

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty

equipment 80 ft. 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.

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 locomotives do not exceed 36 powered axles.

Not more than 24 powered axles can be used in helper service, or, in head end consist when helpers are being used, EXCEPT with coal trains equipped entirely with Type E or F couplers cast in Grade E steel, which may have head end consist of 36 powered axles maximum. Helpers of less than 24 powered axles may shove on the rear of such trains except that helpers with 24 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 530000-530004  
 BN 540000-540210 (CBQ 163000-163209)

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.

### 3A. Locomotive Group Chart

This chart must be used when restrictions in Items 1 and 2 of Individual Subdivision Special Instructions are shown.

Group	Model	Locomotive Numbers
A	SW-1	70, BNET 1-3, WWV 104.
B	GP-5	1350-1361, 1363-1365.
	GP-9	600-604*, 1723, 1725-1726, 1728-1732, 1734, 1736-1749, 1751-1755, 1758-1760, 1808-1817, 1819, 1821-1822, 1824, 1829, 1887-1889, 1891, 1902-1904, 1907, 1909-1910, 1913-1920, 1922-1936, 1938-1941, 1944-1948, 1950-1958, 1960-1964, 1966-1969, 1971-1972, 1979-1980.
	GP-18	1991, 1993-1997.
C	SW-7	75-79, 108-110, 112-113, 115-120, 122-126, 128-132, 134, 137.
	SW-12	106, 162-166, 170-220, 222-255, LSTT 105.
	SW-9	146-158, 160-161, 167-169, 260-269.
	SW-10	375-394, 427-449, 574-585.
	NW-2	LSTT 100-104.
D	NW-12	1, 5, 14, 19.
	SW-7	107, 136, 143-145.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1422, 1426, 1436, 1438.
	GP-9	1702-1707, 1709-1717, 1719-1721, 1761-1770, 1772-1775, 1777-1779, 1781-1787, 1791, 1795-1796, 1799-1800, 1802-1805, 1807, 1831-1836, 1838-1841, 1846, 1850-1851, 1853-1854, 1857-1858, 1860-1864, 1867-1869, 1873, 1875, 1877-1878, 1880-1883, 1892-1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1973, 1975, 1977-1978.

Group	Model	Locomotive Numbers
D	GP-20	2003-2006, 2008-2012, 2014-2016, 2018, 2020, 2022-2024, 2026-2028, 2030-2031, 2034-2037, 2039-2042, 2044-2045, 2047-2055, 2057-2071.
	GP-30	2217-2219, 2221-2227, 2229, 2231-2232, 2234-2236, 2238, 2240-2242, 2244-2246.
	GP-39-2	2700-2739.
E	SW-1500	20-65.
	SW-15	300-324.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-2	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-30	2200, 2203-2216, 2247-2254.
	GP-35	2501-2504, 2506-2509, 2511-2514, 2516-2537, 2539-2545, 2550-2572, 2574-2582.
	GP-38-B	2600*.
	GP-38-2-B	2601*.
	GP-40	3000-3013, 3015-3017, 3019-3020, 3022-3039.
	GP-40-2	3040-3064.
	GP-50	3100-3109.
	B-30-7A	4000-4119*.
	U-28-B	5450-5451, 5453-5459.
	U-30-B	5471-5481, 5483-5484, 5770-5781, 5796-5797.
	B-30-7	5485-5492.
	B-30-8	5497-5499.
	U-30-BM	5782-5795, 5798-5799.
	F-40-PH	Amtrak 215-219, 225-228.
F		None.
G	SD-9	6127-6135, 6137, 6139-6143, 6145-6148, 6150-6185, 6187-6202, 6204-6206, 6216-6219, 6221-6237.
H	SD-9	6100-6105, 6107-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	U-3-C-1B	4500*.
	C-30-7	5000-5141, 5500-5599.
	U-23-C	5200-5208.
	U-30-CM	5300-5305, 5353-5362, 5365-5374, 5376-5383, 5806-5833, 5912, 5914-5938.
	U-30-C1	5306-5335, 5338-5352, 5396-5399, 5800-5805, 5900-5901, 5903-5905, 5907-5911.
	U-30-C3	5364, 5375, 5384-5394, 5834-5839, 5939-5944.
	U-33-C	5709-5714, 5716-5719, 5721-5726, 5728-5744, 5746-5748, 5750-5751, 5753-5758, 5760-5761, 5763-5765.
	U-33-CM	5715, 5727, 5745, 5749, 5752, 5759, 5762.
	SD-38-2	6260-6263.
	SD-40	6300-6301, 6303-6324, 6335-6342, 6344-6347, 6394-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6376-6385, 6700-6766, 6768-6836, 6840-6847, 6850, 6900-6928, 6950, 7000-7166, 7236-7291, 7800-7940, 8000-8073, 8090-8181.
	SD-45	6400, 6402-6408, 6410-6412, 6414-6421, 6423-6432, 6435-6437, 6439-6447, 6472-6478, 6480-6483, 6485-6527, 6530-6567, 6570-6576, 6592-6599, 6650-6656, 6658-6664, 6666-6696.
	F-45	6600-6645.
	SD-40-G	7167-7220, 7222-7235, 8074-8089.
	SD-40-GB	7500*.
	SD-40-B	7600*.
		* Cabless.

### 4. Restrictions On Cars—

Following equipment must be at rear of train, next ahead of caboose, except in work train or when otherwise provided by authority of Chief Dispatcher:

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023, 979024 and FWD S780

Pile drivers  
 Locomotive cranes  
 Rotary snowplows, wedge plows, dozers  
 Jordan spreaders  
 Empty ribbon rail cars  
 Rear end only cars.

**4A. 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 caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

**4B. Multi-Platform Intermodal Cars—**

**Description—**

Cars consist of permanently connected individual platforms and are arranged in 5 and 10-platform configurations.

Sill steps and hand holds are located on each side at the A and B ends.

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 631500 through BN 631503.

10-Platform cars are 467 feet long and have eleven 2-axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake. These cars are designated BN 637100 through BN 637107.

**Yard Operation—**

Cars must not be humped or cut off while in motion, and must not be coupled with more force than necessary to make the coupling.

When multi-platform cars have empty platform(s), switching movements must be made with no more than 12 powered axles.

**Train Operation—**

When multi-platform cars have any empty platform(s), they should be placed next ahead of caboose. When empty platform(s) are within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds 4,800 tons, the number of powered axles is restricted to 12.

Helper locomotive must not exceed 12 powered axles.

When necessary to apply hand brakes on a 10-platform car, both hand brakes must be applied.

These cars are authorized for movement on tracks with weight limit of 177,000 pounds or more.

Special Instructions All Subdivisions Item 4A pertaining to Handling 80 Foot or Longer Cars does not apply to 5 or 10-platform cars.

**5. Car Weight and Length Restrictions—**

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.
- e. 140,000 lbs. ore car only must be at least 24 feet.
- f. 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of superintendent.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

**6. 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.

**7. 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 train 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
<b>ALPHA</b>	<b>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</b> 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.
<b>BRAVO</b>	<b>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</b> 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.
<b>CHARLIE</b>	<b>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</b> Handle cautiously through yards enroute.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
<b>DELTA</b>	<p>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.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p> <p><b>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</b></p> <p>Handle cautiously through yards enroute.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	<b>LIMA</b>	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be 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 oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
<b>ECHO</b>	<p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p> <p><b>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</b></p> <p>Handle cautiously through yards enroute.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	<b>MIKE</b>	<p>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 passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be 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 oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
<b>FOXTROT</b>	<p>Observe track center restrictions for 13 ft. wide loads.</p> <p><b>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</b></p> <p>Handle cautiously through yards enroute.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	<b>NOVEMBER</b>	<p>When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks.</p>
<b>GOLF</b>	<p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p> <p><b>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</b></p> <p>Handle cautiously through yards enroute.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>	<b>OSCAR</b>	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
<b>HOTEL</b>	<p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p> <p><b>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</b></p> <p>Handle cautiously through yards enroute.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>	<b>PAPA</b>	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
<b>INDIA</b>	<p>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.</p>	<b>QUEBEC</b>	<p>Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.</p>
<b>JULIET</b>	<p>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.</p>	<b>ROMEO</b>	<p>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.</p>
<b>KILOGRAM</b>	<p>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.</p>	<b>SANDWICH</b>	<p>The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.</p>
	<p>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 MPH, keeping train under close observation on curved part of adjacent tracks.</p>	<b>TANGO</b>	<p>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.</p>
		<b>UNIFORM</b>	<p>Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.</p>
		<b>VICTOR</b>	<p>This shipment must not be detoured or rerouted without further clearances.</p>
		<b>WHISKEY</b>	<p>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 and train and engine crews handling.</p>

**8. 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:

- a. Conditions restrict visibility to the point that proper running inspection cannot be made.
- b. Notified that a failed equipment detector is out of service.
- c. 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 conditions make it impossible to make a walking inspection of entire train, as much of train as possible must be inspected and then train may be moved at no more than 10 MPH until inspection can be completed.

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 Chief Engineer Communications and Signals, St. Paul. Train 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 Indicators that must be observed by crew on rear of train do not apply to trains without a caboose.

**Failed Equipment Wayside Display—**

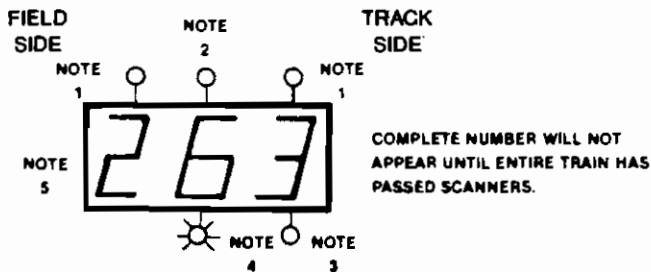
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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

Entire train must not move beyond failed equipment sign until authorization to proceed is received from rear of train. If communication between head end and rear end of train fails or is not provided, train may continue to move unless crew member on rear stops the train by use of caboose brake valve.

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

**Failed Equipment Alarm Indicator—**

Alarm Indicator Assembly employing radio for defect location.

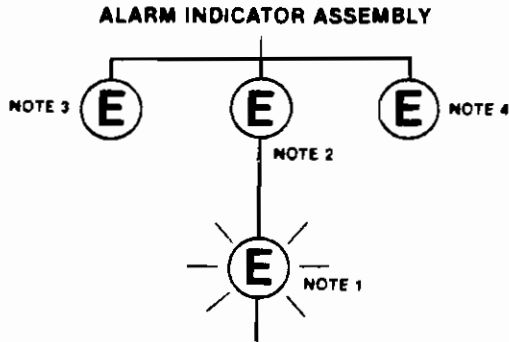
This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

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

Entire train must not move beyond failed equipment sign until authorization to proceed is received from rear of train. If communication between head end and rear end of train fails or is not provided, train may continue to move unless crew member on rear stops the train by use of caboose brake valve.

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 train 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.

#### 9. 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 requirements of Rule 93.

#### 10. 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.

#### 11. 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.

#### 12. Rules Changes and Modifications—

##### Consolidated Code of Operating Rules:

##### Definition—RESTRICTED SPEED—change to read:

A speed that will permit stopping within one half the range of vision short of train, engine, obstruction, other on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

##### Rule 93—add two paragraphs:

Conditional yard limit may be established for the hours and/or days specified in bulletins or special instructions and the limits will be identified by signs reading "CONDITIONAL YARD LIMITS".

(Bulletin or special instructions will read, as example: Conditional yard limits in effect between MP \_\_\_ and MP \_\_\_ between (station) and (station) (time) until (time) daily Monday through Friday, or specify days of the week only, if in effect 24 hours per day.)

Rules 83 (B), 200, 202, 209, 219, 224 and 671D pertaining to signature on train orders and clearances are modified to permit them to be issued over the signature of the train dispatcher.

##### Rule 102—change first paragraph to read:

When a train is disabled or stopped suddenly by an emergency application of air brakes or other causes, immediate radio transmission must be made giving exact location and status of train. Trains receiving this warning must approach the location at reduced speed. A lighted red fusee must be immediately displayed on adjacent tracks at front and rear of train and adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected in both directions as prescribed by Rule 99, until it is ascertained they are safe and clear for the movement of trains. When train involved does not have a caboose, such protection must be provided as soon as possible.

##### Rule 214—add to the fourth paragraph:

If train does not have a caboose, conductor's copy of all train orders, clearances and messages will be placed in envelope on engine.

##### Rule 216—change first paragraph to read:

Under the following conditions, a train order restricting the movement of a train must not be repeated until operator has obtained signature of conductor or engineer to the order. Train order must not be signed until conductor and engineer understand their train will be restricted:

##### Rule 217—change third paragraph to read:

When orders are sent in the manner herein provided, to a train which is thereby restricted for another train, the operator will be directed to make an extra copy of the order which he will deliver to the person who is to make delivery of the order. On this copy, the person delivering the order must secure the signature of the conductor or engineer addressed. Train order must not be signed until both conductor and engineer understand their train will be restricted. The signed copy must be delivered to the first operator accessible, who must at once



transmit the signature of the conductor or engineer to the train dispatcher, and preserve the copy. "Complete" must not be given to the order for a train being advanced until the train dispatcher has received the signature of the conductor or engineer of the train being restricted.

**Rule 218—change to read:**

To relay a train order, the train dispatcher must transmit it to the employe at the relaying office, who must then transmit it to destination. The employe receiving it at destination must, after obtaining signature of conductor or engineer when required, (train order must not be signed until both conductor and engineer understand their train will be restricted), repeat it to the relaying office, where each word and figure must be underscored as it is repeated. It must then be repeated to the train dispatcher and if correct, "Complete" will be given by the train dispatcher and relayed to destination.

**Rule 219—add two paragraphs:**

When error has been made in the date or address of a clearance and it is not necessary to change the train orders, the clearance may be corrected verbally on authority of train dispatcher in words "Clearance to C&E (train) at (station) OK'd at (time) dated (date) should read (correct address or date) instead of (incorrect address or date). These words must be repeated by the conductor or engineer of train holding clearance and notation of correction and time it was made written on margin of clearance without otherwise altering the clearance. The conductor and engineer must inform other crew members of the correction made.

Record of correction must be made by train dispatcher.

**Rule 220 (B)—change first paragraph to read:**

When a train has received a clearance at a station and it becomes necessary to issue a train order to such train at that station restricting its movement, in addition to obtaining the signature of the conductor or engineer to the train order as required by Rule 216, all previous clearances received by that train at that station must be taken up and destroyed and the train dispatcher so advised. A new clearance must be issued.

**New Form of Train Order:**

Q

**ESTABLISHING TEMPORARY YARD LIMITS**

(1) (Time and dates) Rule 93 in effect between (points specified)

Trains and engines will be governed by Rule 93 between the points and during the time specified.

Form Q orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Form Q orders must not be combined with other forms of train orders.

**Rule 271—change second paragraph to read:**

To request track and time limits: member of crew for trains or engines, or employe in charge of Maintenance of Way employes or equipment; will state name, occupation, location, engine number for trains or engines, and specify time and work limits and tracks to be used. Track and time limits granted must be repeated to the control operator.

**Rule 271 NOTE—change to read:**

NOTE.—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits, in accordance with Rule 275 (A).

**Rule 271(A)—change to read:**

Track and time limits per Rule 271 will be issued to Maintenance of Way employes when necessary to move track car or on-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employe(s) is granted track and time limits in the same or overlapping limits with train(s) or engine(s), control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

**Rule 281 Note—change to read:**

The following Rule 281 is in effect on Burlington Northern Railroad:

An electrically locked switch must not be used, or door of case opened, to enter or foul a main track or a controlled siding without permission of the control operator.

**Rule 501K—change Name and Indication to read:**

NAME—Restricted Proceed

INDICATION—Proceed at restricted speed through entire block.

**Rule 511—change to read:**

When block signal rules require movement at restricted speed, this speed must not be increased until the engine has passed the next signal.

**Rule 718—change to read:**

Whenever passengers or employes 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.

**Rule 804 (A)—change second paragraph to read:**

When practicable, on freight trains a trainman must ride in control cab of engine at front of train when train is moving between stations.

—add the following third paragraph:

When train without caboose is moving between stations, conductor must ride in control cab of the engine.

**Rules of the Maintenance of Way Department:**

Rules 14 (C), 46 and 47—are cancelled.

**Definition—RESTRICTED SPEED—change to read:**

A speed that will permit stopping within one half the range of vision short of train, engine, obstruction, other on-track equipment, stop signal, derail, or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

**Rule 40—change first paragraph to read:**

The time of all trains must be cleared no less than 10 minutes. If the line-up indicates scheduled train is running late, the later time will be used. Only train location time issued by train dispatcher can be used in clearing trains except, when authorized by the train dispatcher, the location of specified trains may be determined by direct communication with such trains.

**Rule 46—new:**

In CTC territory, when necessary to perform work which would require the use of impassable track flags or to move track car or on-track equipment on a main track or controlled siding, in addition to obtaining a line-up where required, employe in charge of such work or equipment must obtain track and time limits as prescribed by Rules 271, 271(A) and 271(B). This authority, when granted, will permit work to be performed on track cars and on-track equipment to occupy track(s) between times and points shown without flag protection against trains. Track and time limits must be copied on the prescribed form and repeated by person copying.

Except in multiple main track CTC territory, when control operator cannot grant track and time limits because of failure in communication, movement may be made on main track if line-up permits movement or under flag protection.

**Rule 83—change to read:**

Transporting heavy material such as ties, rails and frogs on track motor cars is prohibited.

**Rule 85—change to read:**

When necessary to handle explosives on track cars, movement must be made under flag protection. In CTC territory, such movement must be made under flag protection or Rules 271, 271(A) and 271(B). When such movement is made under track and time limits authority, trains or engines must not be authorized in the same or overlapping limits.

**Rule 97—change to read:**

Rail guide wheels on Hy-Rail vehicles must be lubricated and maintained in accordance with the manufacturer's specifications. Maintenance dates will be recorded in log book.

**Rule 271—change second paragraph to read:**

To request track and time limits: member of crew for trains or engines, or employe in charge of Maintenance of Way employes or equipment; will state name, occupation, location, engine number for trains or engines, and specify time and work limits and tracks to be used. Track and time limits granted must be repeated to the control operator.

**Rule 271 NOTE—change to read:**

NOTE.—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 of Consolidated Code of Operating Rules will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits, in accordance with Rule 275(A).

**Rule 271(A)—change to read:**

Track and time limits per Rule 271 will be issued to Maintenance of Way employes when necessary to move track car or on-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employe(s) is granted track and time limits in the same or overlapping limits with train(s) or engine(s), control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

**Safety Rules and General Rules:****Rule 592—change to read:**

Whenever passengers or employes 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.

**Rule 597—change 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.

**13. Air Brake and Train Handling Rules—**

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.

**Rule 500H—new:**

When operating through a temporary slow order, it is essential in-train forces are kept at low levels by judicious use of dynamic braking, avoidance of heavy brake pipe reductions and elimination of abrupt changes in train slack. When it can be avoided, changes in train speed must not be made within the limits of the temporary slow order.

**14. Automatic Cab Signals—**

Cab signal equipment must be cut out on all portions of Burlington Northern except on suburban equipment on Chicago Division, First Subdivision.

**15. Helper Behind Caboose—**

When necessary to use helper consist to assist a train, employes must not ride caboose ahead of helper consist.

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

At intermediate locations in CTC territory, Rule 83(B) will not apply when so authorized by train dispatcher.

**17. Trackman's train location line-up will not be required when Rule 271-271(A) authority has been obtained.****18. Certificate of Rules Examination—Employees required to pass rules examinations must have Certificate of Rules Examination, Form 15015, in their possession while on duty.**

# INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

## ACTION TO BE TAKEN BY TRAIN AND ENGINE CREWS

When derailment or incident occurs in which hazardous materials may be involved:

- a. Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- b. Notify train dispatcher (yardmaster in terminal areas) advising portion of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.
- c. Inspection of trains or cars should be undertaken with caution. If a release of hazardous materials is evident, the area must not be entered except by person(s) with proper protective equipment.
- d. If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- e. When practicable to accomplish without personal risk, determine position of tank cars (upright, on side, on top, etc.), specific information about tank damage (length, depth of dents, gouges, etc.), location and extent of leakage (hole in end, dome, drip, 1/2 inch stream, vapor, etc.) and tank car specification (example: DOT 112J340W)

### BE SPECIFIC WHEN REPORTING DAMAGE/LEAKAGE INFORMATION

- f. When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- g. Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and conditions of cars. Furnish them all emergency response information available. This position should be maintained until relieved by a supervisor on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads, or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

## EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation regulations applying to railroad operation, refer to tariff BOE 6000-C (or subsequent issues) or B.E. Pamphlet 20.

### DEFINITIONS:

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side.

"TRAIN" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

§ 174.59 **Marking and placarding of rail cars.** No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified.

Placards shall be displayed on each side and each end of:

- (1) Rail cars containing any amount of hazardous material.
- (2) Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.
- (3) Each trailer/container containing 1000 lbs. or more of any other hazardous material.

§ 174.24 **Shipping Papers.** (a) No person may accept for transportation by rail any hazardous material unless he has received a shipping paper prepared in the manner specified in subpart C of Part 172 of the regulations, (outlined in 174.25 (b) and (c));

(b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 **Additional Information on waybills, switching orders and other billing.**

(a) Each waybill, switching ticket, switching order or shipping order used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.

(b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switch order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

- (1) The shipping description consisting of—
  - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
  - (ii) The hazard class specified for the material in the same table;
  - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
  - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;

(2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.

(3) The placard notation.

(4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.

(c) For an empty tank car that previously contained a hazardous material, other than combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained," followed by the basic description of the hazardous material last contained in the tank car, and the word, "PLACARDED." For example, "EMPTY: SULFURIC ACID, Corrosive Material, UN 1830 Placarded," or "EMPTY: Last Contained SULFURIC ACID, Corrosive Material, UN 1830. Placarded."

§ 172.205 **Hazardous waste manifest.**

(a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared, signed, carried, and given as required of that person by this section.

(e) A copy of the manifest bearing all required dates and signatures must be—

- (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
- (3) Given to a person representing the designated facility receiving the waste.

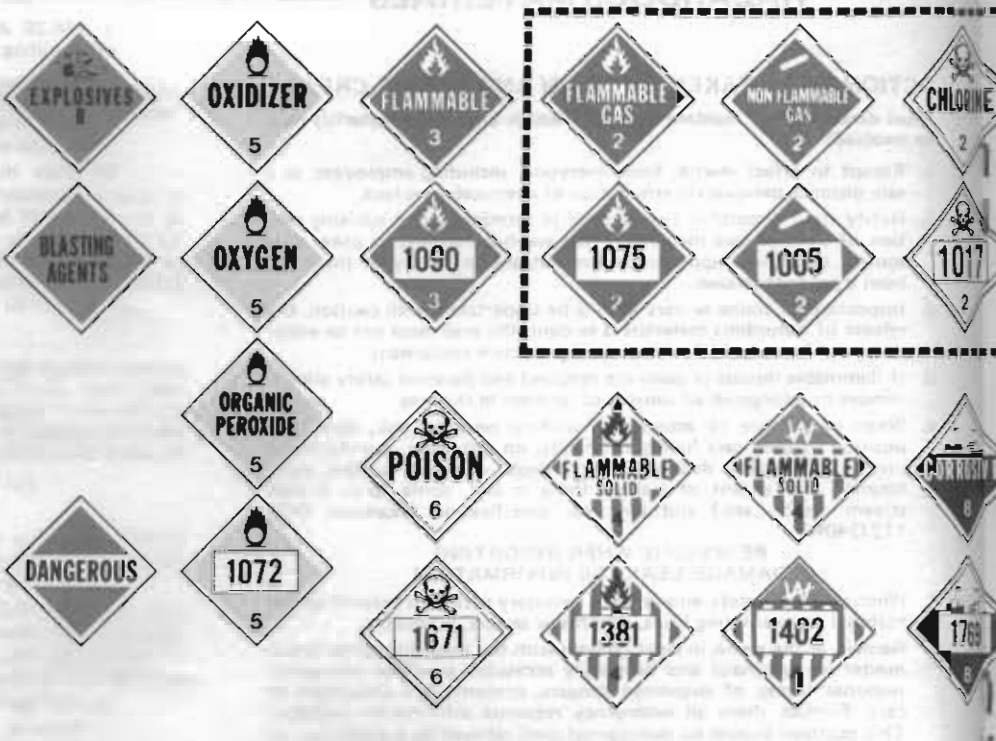
(f) If a shipment is delivered to the waste facility by railroad, manifest information may be included on the waybill in lieu of complying with paragraph (e) (2) of this item.

- (2) The delivering carrier shall obtain receipt for waste shipment that includes date and handwritten signature of person representing the facility.

§ 174.26 **Notice to train crews of placarded cars.**

(a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.






# TRAIN PLACEMENT - SWITCHING RESTRICTIONS

Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	— LOADED PLACARDED CARS —	TOFC/COFC	Box Flat Hopper
						
		LOADED DOT 113 TANK CARS				
				<b>POSITION IN TRAIN RESTRICTIONS</b>		
•	•	•	•	Must not be nearer than the sixth car from the engine occupied caboose or passenger car		
•	•	•	•	When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car		
•	•	•	•	Engine, occupied caboose or passenger car		
• (1)	• (1)	• (1)	• (1)	Car occupied by guard or escort		
•	•	•	•	Loaded plain flat car		
• (2)	• (2)	• (2)	• (2)	Bulkhead flat car or open top car with shiftable load.		
• (3)	•	• (4)	• (4)	Loaded TOFC/COFC flat car		
•	•	• (5)	• (5)	Car loaded with vehicles		
•	•	•	•	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern.		
•	•	•	•	Car placarded EXPLOSIVES A	•	
•	•	•	•	Car placarded POISON GAS	•	
•	•	•	•	Car placarded RADIOACTIVE	•	
•	•	•	•	Any loaded placarded car (other than COMBUSTIBLE or same placard)		
				<b>SWITCHING RESTRICTIONS</b>		
•	•	•	• (7)	Must not be cut off in motion, be impacted by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling.	•	
•	•	•	•	Must be separated from engine by at least one non-placarded car		
•	•	•	•	Where use of hand brakes is necessary, must not be cut off in motion until preceding car is clear of lead; also, restricted car must be clear of lead before another car is allowed to follow		

MUST NOT BE NEXT TO:

MISPLACED  
LUA  
SHL  
10BT  
TOA  
MAK  
OBA  
CFC

# RESTRICTIONS FOR PLACARDED CARS

**NON-FLAMMABLE GAS (standard)**



**1005**

**FLAMMABLE GAS (alternate)**



**FLAMMABLE (alternate)**



**COMBUSTIBLE (alternate)**



PLACARDS ARE IDENTIFIED BY:  
 BACKGROUND COLOR  
 SYMBOL  
 U.N. HAZARD CLASS NUMBER

- U.N. HAZARD CLASS NUMBERS**
- |                        |   |
|------------------------|---|
| 1. EXPLOSIVES          | 6. POISONOUS AND INFECTIOUS                 |
| 2. GASES               | 7. RADIOACTIVE                              |
| 3. FLAMMABLE LIQUIDS   | 8. CORROSIVE                                |
| 4. FLAMMABLE SOLIDS    | 9. MISCELLANEOUS (other regulated material) |
| 5. OXIDIZING MATERIALS |   |

**4-DIGIT I.D. NUMBER**

The identification numbers may be displayed on orange panels along with a standard placard or on an alternate placard with the identification number in the center of the placard.

The numbers are for emergency response and have no application for railroad operation.

**NOTES**

**Cars with same placards may be placed next to each other.**

- (1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.
- (2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
- (3) Cars placarded EXPLOSIVES A may be placed next to each other.
- (4) Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.
- (5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.
- (6) Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.
- (7) Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NON-FLAMMABLE GAS, CHLORINE (depicted in line box, above) and Canadian POISON GAS 2.3 (depicted on reverse side). In humping operation, these cars may be allowed to roll free provided:
  - a) the intended track contains one or more standing cars
  - b) the preceding car is clear of all switches before the placarded car is cut off
  - c) the placarded car is cut off singly
  - d) the placarded car is clear of all switches before the following car is cut off
  - e) the next car into the track containing the placarded car is cut off singly.

**NO RESTRICTIONS**

**MISSING PLACARDS MUST BE REPLACED. LOCATIONS WHERE CARS ARE INSPECTED SHALL HAVE A SUPPLY FOR THIS PURPOSE. IDENTIFICATION NUMBERS SHALL BE ADDED TO ALTERNATE PLACARDS WITH A BLACK MARKING PEN. CORRECT NUMBERS SHALL BE OBTAINED FROM EXISTING PLACARDS ON CARS OR SHIPPING PAPER.**

- (b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.
- (c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by § 172.202 and 172.203 of this subchapter.

### SWITCHING AND TRAIN PLACEMENT

Regulations for handling placarded cars in switching and placement in train are described in items 174.83 thru 174.93. These requirements are outlined by the chart on the reverse side of this form.

#### § 174.8 INSPECTION

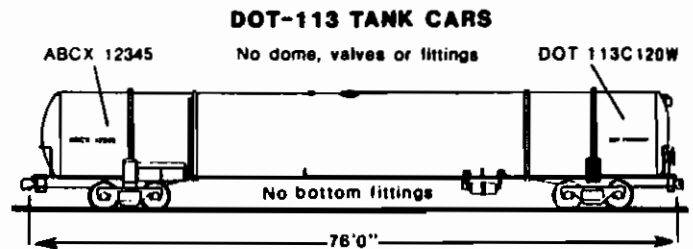
- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).
- (c) For inspection requirements applicable to rail cars containing Class A explosives, see §§ 174.10 and 174.104.

#### § 174.9 Inspection of tank cars.

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

#### § 174.10 Inspection of cars at interchange.

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.
- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.



#### DOT 113 TANK CARS MAY BE IDENTIFIED BY:

- (1) DOT specification number (Example - DOT 113C 120W) stenciled on both sides of car, at opposite end from car initial and number.
- (2) No dome, fittings or valves visible on top or bottom of tank.
- (3) Extreme length of car (76' 0" over strikers).

**THESE TANK CARS MUST NOT BE HUMPED  
OR CUT OFF IN MOTION!**

#### CANADIAN POISON GAS 2.3 PLACARDS



Some compressed gases, such as Anhydrous Ammonia and Hydrogen Chloride, are classified differently in Canada than in the United States. When shipments of these commodities originate in Canada, the Hazard Class entry on the waybill will read "Poison Gas 2.3" and the tank car will be placarded with the placards depicted above.

In the United States, tank cars with Canadian POISON GAS 2.3 placards shall be handled in accordance with the train placement and switching restrictions which apply to tank cars placarded **FLAMMABLE GAS, NON-FLAMMABLE GAS and CHLORINE.** (see note 7 on reverse side).

**MINNESOTA DIVISION**

(Coon Creek to Dilworth)

**FIRST SUBDIVISION**

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Coon Creek and Dilworth . . . . .	75 MPH.	60 MPH.
Against the current of traffic on double track . . . . .	59 MPH.	49 MPH.
MP 73.0 and MP 78.6 . . . . .	70 MPH.	60 MPH.
Little Falls and Camp Ripley Jct. . . . .		10 MPH.
Bridge 106—Little Falls (between Little Falls and Camp Ripley Jct.) . . . . .		10 MPH.
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 East and west switches, Little Falls, Darling, Randall, Lincoln . . . . .	35 MPH.	35 MPH.
Becker—Between main line switch and 1.6 miles beyond main line switch on NSP Spur on approach track to car dumper building . . . . .		25 MPH.
From 1.6 miles beyond main line switch to leaving switch of loop track . . . . .		12 MPH.
Clear Lake—On siding . . . . .	10 MPH.	10 MPH.
Little Falls—On controlled siding between MP 107.0 and east switch of siding . . . . .	20 MPH.	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.
Detroit Lakes on Soo Line transfer . . . . .		5 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:		
Signal 223.6 between Manitoba Jct. and Lake Park . . . . .	55 MPH.	45 MPH.
Signal 148.6 between Aldrich and Staples . . . . .	35 MPH.	25 MPH.
Eastward Signal at MP 140.2 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	40 MPH.	30 MPH.

Signal 104.8 between Little Falls and Gregory . . . . . 55 MPH. 45 MPH.  
 Eastward approach signal 41.2 at Elk River . . . . . 55 MPH. 45 MPH.  
 Eastward approach signal 23.0 at Coon Creek . . . . . 55 MPH. 45 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—
- 220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.
- Locomotives in Groups G, H and I not permitted on following tracks:
- 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 4
  - 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
  - Wadena . . . . . Cenex Spur
  - Wadena . . . . . Wood Shread Track
  - New York Mills . . . . . North Elevator Track
  - New York Mills . . . . . South Elevator Track
  - Perham . . . . . House Track
  - Perham . . . . . Tuffy's
  - Perham . . . . . Land-O-Lakes Creamery
  - Perham . . . . . Perco Track
  - Perham . . . . . Tesch Spur
  - Perham . . . . . West Industry Lead (Old westward siding)
  - Frazer . . . . . Elevator Spur
  - Detroit Lakes . . . . . Oil Spur
  - Detroit Lakes . . . . . City Spur
  - Detroit Lakes . . . . . North Elevator Track
  - Detroit Lakes . . . . . 2 and 3 Track
  - Audubon . . . . . Elevator Track
  - Lake Park . . . . . Run-A-Round Track
  - Lake Park . . . . . Elevator Tracks
  - Manitoba Jct. . . . . Wye Track
  - Hawley . . . . . Elevator Track
  - Hawley . . . . . House Track

Between Little Falls and Camp Ripley Jct.—

Locomotives in Groups H and I not permitted.

Locomotives in Groups G, H and I not permitted on following tracks:

- Belle Prairie . . . . . Storage Track
- Camp Ripley . . . . . Storage Track including the wye

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.
- Glyndon—Rule 83(B) does not apply.

**Glyndon**—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.

- 5. **Rule 99**—When flagging is required distance will be 2.5 miles.
- 6. **Sidings**—Trains over 100 Tons/OB will not use sidings except may use sidings in CTC territory and Eastward siding Wadena, Eastward siding Clear Lake, and Westward siding Becker.

**Staples**—Trains containing 35 or more loads of coal can use only yard tracks 1 through 8.

- 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.

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

- 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 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.

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

- 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.

**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 Minneapolis.

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.

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

- 14. **Dimensional Shipments**—Conductors handling dimensional or special shipments in trains departing Northtown will advise 43rd Avenue operator of such cars and their placement in train. Operator at 43rd Avenue will in turn notify train dispatcher. Notification of 43rd Avenue operator by conductor will serve to fulfill requirements of Rule 900 that refers to notification of train dispatcher.

- 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 Tracks.
MP 122.8	.....	Eastward and Westward Tracks.
MP 174.1	.....	Eastward and Westward Tracks.
MP 194.4	.....	Eastward Track.
MP 203.1	.....	Westward Track.
MP 226.2	.....	Eastward and Westward Tracks.

- 16. **Rollby Inspection**—Rollby inspections by train crews are required when entering main track at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH, except at Staples rollby will be made at track speed.

**MINNESOTA DIVISION**

(Mpls. Jct. to Breckenridge including Harrison St. to Van Buren St.)

**SECOND SUBDIVISION**

- 1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Mpls. Jct. Wye	8 MPH.
Harrison Street and Lyndale Jct.	25 MPH.
Lyndale Jct. loaded coal trains using tracks P-15 and P-16	5 MPH.
1st St. North and Mpls. Jct. 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 between Mpls. Jct. and Lyndale Jct.	
Lyndale Jct. and Bridge 13.9	40 MPH.
Bridge 13.9 and Breckenridge	60 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, 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 98.0 and MP 105.0.  
 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:  
 Signal 99.5 on south main track between Kandiyohi and Willmar . . . . . 50 MPH.  
 Howard Lake Siding Trains over 100 Tons/OB . . . . . 10 MPH.  
 Litchfield Siding Trains over 100 Tons/OB . . . . . 10 MPH.  
 Cokato Siding and No. 2 Track all Trains . . . . . 10 MPH.  
 Dassel Siding all Trains . . . . . 10 MPH.  
 Willmar scale lead . . . . . 10 MPH.  
 Willmar East Rip Track Switch . . . . . 5 MPH.  
 Soo Line Crossing 2.2 miles west of Tintah . . . . . 40 MPH.

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

220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.  
 Locomotives in Groups G, H and I 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)—**

**Mpls. Jct., Wayzata, Lyndale Jct.**—Rule 83(B) does not apply.  
**Breckenridge**—Westward Fourteenth Subdivision trains will require Soo Line clearance at Breckenridge and will not require a clearance at Aberdeen Line Jct.

**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 18.7 and MP 19.7 five miles east of Wayzata.  
 Eastward trains between MP 87.0 and MP 86.0 two miles west of Grove City.  
 Westward trains between MP 110.0 and MP 111.0 one mile west of Pennock.  
 Eastward trains between MP 205.0 and MP 204.0 two miles east of Doran.

**7. Automatic Interlockings not Indicated at Station—**

Soo Line crossing 2.2 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 98.0 and MP 105.0.

**9. Sidings—**Trains over 100 Tons/OB not permitted to use siding at Cokato and Dassel.

**10. Lyndale Jct.**—Eastward freight trains having cars to set out at this point will stop before passing eastward absolute signal to make setout.

**11. 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.

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

**13. Between Mpls. Jct. and Lyndale Jct. Including Harrison St. to Van Buren St.**—Is established as continuous yard limits and authority to occupy the main track must be obtained from the Northtown Hump train dispatcher as prescribed by Item 10 of the 5th Subdivision.

**14. Litchfield**—Hays Derail—Hand operated without switch stand on Land O'Lakes industry track 40 feet east of Swift Avenue crossing.

**15. Maple Plain**—Normal position of switch leading into spur No. 2 will be lined for spur No. 2.

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

**17. Rollby Inspection**—Rollby inspections by train crews are required when entering main track at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 mph.

**18. Dimensional Shipments**—Conductors handling dimensional or special shipments in trains departing Northtown will advise 43rd Avenue operator of such cars and their placement in train. Operator at 43rd Avenue will in turn notify train dispatcher. Notification of 43rd Avenue operator by conductor will serve to fulfill requirements of Rule 900 that refers to notification of train dispatcher.

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

**19. Multi-Level Loads Autos**—Multi-level loads autos exceeding 19 feet 0 inches ATR cannot be handled between Lyndale Jct. and Harrison Street. (Autos exceeding 19 feet 0 inches ATR must be accompanied by a clearance message from Clearance Bureau, to prevent mis-routing.)

Multi-level loads autos 19 feet 0 inches ATR and less, when handled between Lyndale Jct. and Harrison Street must move on Westward main track only account will not clear overhead on Eastward track.

Multi-level loads autos exceeding 19 feet 0 inches ATR cannot be handled between Minneapolis Jct. and Van Buren Street. Loads of autos not exceeding 19 feet 0 inches ATR when handled between Minneapolis Jct. and Van Buren Street must move on main track only under Bridge 10.1 Broadway and Central Avenue.

Loaded tri-level and bi-level cars and other high loads exceeding 18 ft. handled between Harrison St. and Van Buren St. must move on main track only under Central Ave. and Broadway Ave. Bridges.

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

**Other Failed Equipment Detectors Located at—**  
 MP 51.4 . . . . . Howard Lake

**MINNESOTA DIVISION**

(Willmar to Sioux City)

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

Willmar and Sioux City . . . . .	49 MPH.
Granite Falls and Marshall, MP 33.5 to MP 53.0 . . . . .	45 MPH.
Alvord and Sioux Center, MP 163.0 to MP 170.1 . . . . .	45 MPH.
Loaded unit trains between Willmar & Sioux City . . . . .	40 MPH.
Pipestone MP 104.3 to MP 106.0 Head end speed restriction over public crossings . . . . .	30 MPH.

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

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted on following tracks:

Pipestone House track and Former Milwaukee Tracks . . . . .	Rip Tracks 2, 3
Sioux City . . . . .	Terminal Elevator Tracks 2, 3, 4
Sioux City . . . . .	Harvest States Tracks 7, 8, 9

**Between Willmar and Sioux City—Loaded 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 for trains originating or terminating.**Hanley Falls, Marshall**—Trains 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 7.0 and MP 8.0 between Willmar and Raymond.

Westward trains between MP 121.0 and MP 122.0 between Garretson and Jasper.

Eastward trains, between MP 134.0 and MP 135.0 between Garretson and Hills.

Westward trains, between MP 208.0 and MP 209.0 between Wren Tower and Merrill.

**7. Automatic Interlockings not Indicated at Station—**

C&amp;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. Rollby Inspection—**Rollby inspections by train crews are required when entering main track at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.**MINNESOTA DIVISION**

(St. Cloud Jct. to Moorhead Jct.)

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

St. Cloud and Moorhead Jct. . . . .	40 MPH.
Trains or engines through No. 20 turnouts at Barnesville Jct. switch and Moorhead Jct. switch . . . . .	35 MPH.
St. Cloud and Moorhead Jct.—on all sidings . . . . .	10 MPH.

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

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted on following tracks:

Fergus Falls . . . . .	Otter Tail Power 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.**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 83.0 and MP 84.0 between St. Joseph and Avon.

Eastward trains between MP 12.0 and MP 11.0 between Baker and Sabin, and between MP 214.0 and MP 213.0 between Lawndale and Barnesville.

**7. Industrial Trackage—**Fergus Falls to Foxhome is considered industrial trackage, Rule 105 applies—Maximum speed 25 MPH.

Barnesville to Farmland industries is considered industrial trackage, Rule 105 applies—Maximum speed 25 MPH.

**8. 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 control operator at Dilworth.**9. Sidings—**Trains over 100 Tons/OB do not use Elevator Track at Fergus Falls.**10. Rollby Inspection—**Rollby inspections by train crews are required when entering a main track at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.

**MINNESOTA DIVISION**

(7th St. to University)

**FIFTH SUBDIVISION**

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
7th Street and Union Yard . . . . .	40 MPH.	30 MPH.
Union Yard and University . . . . .		25 MPH.
Park Jct. and St. Anthony on Minnesota Transfer connection over Kasota Avenue road crossing . . . . .	11 MPH.	11 MPH.
Through No. 20 turnouts at following locations . . . . .	30 MPH.	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.

Minneapolis Jct. Wye tracks . . . . . 8 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—**  
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.  
Locomotives in Groups G, H and I 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—None.**

**4. Clearance Provisions and Exceptions Rule 83(B)—**  
Rule 83(B) does not apply on this Subdivision.

**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 handled between Harrison St. and Van Buren St. must move on main track only under Central Ave. and Broadway Bridges.  
**Multi-Level Loads Autos—**Multi-level loads autos exceeding 19 feet 0 inches ATR cannot be handled between Lyndale Jct. and Harrison Street. (Autos exceeding 19 feet 0 inches ATR must be accompanied by a clearance message from Clearance Bureau, to prevent misrouting.)  
Multi-level loads autos 19 feet 0 inches ATR and less, when handled between Lyndale Jct. and Harrison Street must move on Westward main track only account will not clear overhead on Eastward track.  
Multi-level loads autos exceeding 19 feet 0 inches ATR cannot be handled between Minneapolis Jct. and Van Buren Street. Loads of autos not exceeding 19 feet 0 inches ATR when handled between Minneapolis Jct. and Van Buren Street must move on main track only under Bridge 10.1 Broadway and Central Avenue.

**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. Union Yard—**Main line No. 1 from Northtown through Van Buren St. must be left lined for Main Line No. 1.

From Harrison Street, Mpls. Jct. through the Union Yard route must be lined for Main Track movement, which used to be old Main Line No. 3.

**10. Between 7th Street and University—**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 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.

**11. Handling 80 Foot or Longer Cars—**  
(See All Subdivisions, Item 4A.)

**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 4A, All Subdivisions.)

**12. Rollby Inspection—**By train crews are required when entering a main track at junction points and at initial terminals. A rollby of one



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—**

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 for trains originating or terminating.

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

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

St Croix—Westward BN Trains must secure a BN clearance.

Division Street, 7th Street, Mississippi Street, Soo Line Jct., Park Jct., East Mpls., University, 35th Ave.—Rule 83(B) does not apply.

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

**6. Between Mississippi Street and University—**Is established as continuous yard limits and authority to occupy the main track must be obtained from the Northtown Hump train dispatcher as prescribed by Item 10 of the 5th Subdivision.

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

When approaching the Caremen's crossing at Interstate the engine whistle must be blown if there are cars on the west end of Receiver #1.

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

Locomotives hells must be rung while operating in the area of these crossings.

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

Grove Yard—Between 1st Street N. and 35th Avenue on running track maximum speed permitted is 20 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 between 1st Street N. and 14th Avenue N., will be authorized by the Northtown Hump Tower train dispatcher per Item 6. All train and engine movements on this track between 14th Avenue N. and 35th Avenue will be authorized by the yardmaster at 35th Avenue.

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 signal rule 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. Trains or engines entering the St. Paul Union depot on the east leg of the wye at the east end of the St. Paul Union depot, must communicate with the Hump Tower train dispatcher who will obtain authority from the Milwaukee.

**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 Rule 15(L) approaching these cars.

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

**14. Hazardous Materials—**

In a humping operation, tank cars, or blocks containing tank cars loaded with flammable gas, non-flammable gas or chlorine may be allowed to roll free provided:

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

**15. Power Operated Yard Switches — Northtown Yard**

Power operated yard switches in Northtown Yard numbered:  
207 through 247 — near interstate  
301 through 307 — near FMC  
401 through 453 — East End Receiving Yard  
501 through 510 — Hump Underpass Area  
601 through 681 — 34th and Bottleneck  
817 through 823 — University and East End Transfer Tracks

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

In the absence of a green or yellow light, movement must not be made over switches until permission is received from proper authority.

These switches will not be taken from power to hand without permission of the yardmaster and/or hump dispatcher.

After movement is completed, the switch will be restored to power and the yardmaster and/or hump dispatcher notified.

When necessary to hand-throw one of these power operated yard switches, pull the ring on the outside of the lever latch rod toward the handle of the hand-throw lever. At the same time, raise the lever to the horizontal position and release the ring. The lever latch rod should engage for hand-throw operation. Should it not become engaged, it may be necessary to move the hand-throw lever over to the opposite position before the latch rod will engage for hand-throw operation.

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

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

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

16. **Rule 268(A) applies at the following locations—**
- |                                 |                              |
|---------------------------------|------------------------------|
| North main Totinos spur         | 2.6 miles west of Northtown  |
| NSP Company Spur                | 6.5 miles west of Northtown  |
| Kinas Spur                      | 7.1 miles west of Northtown  |
| South Main Toews Finishing Spur | 2.4 miles east of Coon Creek |
| Barry Blower Spur               | 3.0 miles east of Coon Creek |

17. **Rollby 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 M & D Jct.)

**EIGHTH SUBDIVISION**

1. **Speed Restrictions—**
- | Zone—Between          | Maximum Speeds Permitted |
|-----------------------|--------------------------|
| East Mpls. and MP 6.0 | 10 MPH.                  |
| MP 6.0 to MP 7.7      | 20 MPH.                  |
| MP 7.7 and MP 8.2     | 10 MPH.                  |
| MP 8.2 to MP 12.7     | 20 MPH.                  |
- Item 1A, All subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.
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**—Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be one mile.
6. **Between East Mpls. and M&D Jct.**—Tracks are operated as a continuous yard. Rule 93 applies. Authority to occupy the main track must be obtained from the Northtown Hump dispatcher as prescribed by Item 10 of the 5th Subdivision.
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. **Mpls. Terminal Area**—City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.
9. **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."
10. **Rollby Inspection**—Rollby inspections by train crews are required when entering main track at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds exceeding 10 MPH.

**MINNESOTA DIVISION**

(Lyndale Jct. to Monticello) (Wayzata to Hutchinson)  
(Morris to Browns Valley) (Garretson to Sioux Falls)

**NINTH, TENTH, THIRTEENTH AND SIXTEENTH SUBDIVISIONS**

1. **Speed Restrictions—**
- | Zone—Between  | Maximum Speeds Permitted |
|---|--------------------------|
| Between absolute signals of interlocking located 0.9 miles west of Lyndale Jct.   | 20 MPH.                  |
| Lyndale Jct. and Monticello   | 25 MPH.                  |
| On Georgia Pacific Spur between MP 10.0 and MP 11.0 between Robbinsdale and Osseo | 5 MPH.                   |
| Morris and Beardsley  | 25 MPH.                  |
| Beardsley and Browns Valley   | 10 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—**  
Item 5d not permitted.  
Locomotives in Groups E, G, H and I not permitted to operate on Ninth, Tenth and Thirteenth Subdivisions.
3. **Train Register Exceptions—**  
Garretson—Register 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.
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.  
Soo Line crossing 1.3 miles west of Robbinsdale.  
MN & S crossing 0.9 miles west of Lyndale Jct.
7. **Between Monticello and Northern States Power Co. Spur—**  
Track is considered industrial track. Rule 105 applies. Maximum speed 25 MPH.
8. **Between Lyndale Jct. and M.W. Jct.**—Is established as continuous yard limits and authority to occupy the main track must be obtained from the Northtown Hump train dispatcher as prescribed by Item 10 of the 5th Subdivision.

**Between Osseo and Monticello**—Between MP 12.0 and MP 36.0, 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. **Rule S-225**—Absolute block register territory in effect on Ninth Subdivision between M.W. Jct. and Monticello. Register location—Lyndale Jct.
- 10. **Minneapolis Terminal Area**—City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.
- 11. **Maintenance Of Way Rule 14 Exception Applies**—Ninth Subdivision between Robbinsdale and Monticello. Tenth Subdivision between Wayzata and Hutchinson. Thirteenth Subdivision between Morris and Browns Valley.
- 12. **Rollby Inspection**—Rollby inspections by train crews are required when entering a main track at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.

**MINNESOTA DIVISION**

(St. Cloud to Willmar)

**ELEVENTH 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—**  

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted on following tracks:  
 Roscoe . . . . . Industry Track  
 Paynesville . . . . . Industry Track

New London—Engines not permitted on Pit tracks.
- 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. **Rollby Inspection**—Rollby inspections by train crews are required when entering a main track at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.

**MINNESOTA DIVISION**

(Benson to Huron)

**TWELFTH SUBDIVISION**

- 1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
MP 0.0 and MP 22.0 . . . . .	49 MPH.
MP 22.0 and MP 45.5 . . . . .	25 MPH.
MP 45.5 and MP 63.0 . . . . .	10 MPH.
MP 63.0 and MP 72.0 . . . . .	25 MPH.
MP 72.0 and MP 161.0 . . . . .	10 MPH.
Appleton and 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—**  

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted between Louisburg and Huron.
- 3. **Train Register Exceptions—**  

Appleton—Trains register at depot 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 1.5 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 Transfer track do not exceed 5 MPH. Trains operating Appleton to Stateline via Milwaukee track must contact Milwaukee dispatcher at St. Paul by calling direct 1-612-339-3567 or 3585 from Appleton Depot.  

Switch located on BN 12th Subdivision at MP 21.4 is to be lined for the 12th Subdivision between Holloway and Louisburg except when changed for immediate use.

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

Switch located at MP 579.0 on Milwaukee main track will be lined for main track except when changed for immediate use.

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

Maximum authorized speed over the switch at MP 21.4 is 12 MPH when operating in either direction on the 12th subdivision or when operating via the new connection track.

Trains entering the Milwaukee 16th Subdivision will be required to contact the Milwaukee dispatcher and be governed by his instructions at 1-612-339-3567 or 3585 by calling direct from the Appleton depot. Milwaukee dispatchers phone also located at the Milwaukee main track switch near MP 579.0 to be used if necessary.
- 7. **Huron**—Movement over C.N.W. crossing by Burlington Northern trains will require gates to be lined and locked to cross Chicago and Northwestern Track until movement is complete. Thereafter gates will be relined and locked across Burlington Northern track.
- 8. **Maintenance of Way Rule 14 Exception Applies**—between Louisburg and Huron.

- 9. **Rollby Inspection**—Rollby inspections by train crews are required when entering this subdivision at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.

**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—**  
 Item 5d not permitted.  
 Locomotives in Groups E, G, H and I not permitted.
- 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.  
 Westward Fourteenth Subdivision trains will require Soo Line clearance at Breckenridge.
- 5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag distance will be 1.5 miles.
- 6. **Rollby Inspection**—By train crews are required when entering this subdivision at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.

**MINNESOTA DIVISION**

(Hanley Falls to Madison)

**FIFTEENTH SUBDIVISION**

- 1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Hanley Falls—Madison	
MP 145.7 and 150.5 . . . . .	25 MPH.
MP 150.5 and 165.9 . . . . .	10 MPH.
MP 165.9 and 166.0 . . . . .	5 MPH.
MP 166.0 and 181.7 . . . . .	10 MPH.

Item 1A, All Subdivisions, applies.
- 2. **Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.

Locomotives in Groups E, G, H and I not permitted.

- 3. **Train Register Exceptions—**  
**Hanley Falls**—Trains register when directed by train order.
- 4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 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 .5 miles.
- 6. **Maintenance of Way Rule 14 Exceptions Applies**—on this subdivision.

**MINNESOTA DIVISION**

(Sioux Falls to Madison)

**SEVENTEENTH SUBDIVISION**

- 1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
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 325.3 to MP 334.3 . . . . .	25 MPH.
Wentworth and Madison MP 334.3 to 334.6 . . . . .	10 MPH.
- 2. **Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Locomotives in Groups G, H and I not permitted on this Subdivision.
- 3. **Train Register Exceptions—None.**
- 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. **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. **Maintenance of Way Rule 14 Exception Applies.**
- 8. **Rollby Inspection**—Rollby inspections by train crews are required when entering the main track from junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.



**MINNESOTA DIVISION**

(East Wye Switch to Sioux Falls)

**EIGHTEENTH SUBDIVISION**

1. **Speed Restrictions—**  
**Zone—Between**                      **Maximum Speeds Permitted**  
 MP 0.0 and MP 49.9 East Wye Switch and Canton . . . 10 MPH.  
 MP 49.9 and MP 69.5 Canton and South Yard . . . . . 25 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Locomotives in Groups G, H and I not permitted.
3. **Train Register Exceptions—**  
 East Wye Switch, Beresford Jct., Canton—Trains 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-First Subdivision.
7. **Rollby Inspection—**Rollby inspections by train crews are required when entering the main track from junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.

6. Trackage located between Chamberlain and Oacoma (Oacoma is located 5 miles west of Chamberlain) is considered industrial trackage. Rule 105 applies—maximum speed 10 MPH.
7. **Maintenance of Way Rule 4 Exceptions Applies—**Between Mitchell and Chamberlain and between Beresford and Beresford Jct.
8. **Rollby Inspection—**Rollby inspections by train crews are required when entering these Subdivisions from junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.

**MINNESOTA DIVISION**

(Stateline to Moberg)

**TWENTY-SECOND SUBDIVISION**

1. **Speed Restrictions—**  
**Zone—Between**                      **Maximum Speeds Permitted**  
 Stateline and Moberg . . . . . 40 MPH.  
 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—**  
 Item 5d not permitted.  
 Freight trains over 100 tons per O/B are permitted only on the following tracks:  
     Main track Twenty-Second Subdivision  
     No. 1, 2, 3 track at Aberdeen  
     Sidings at Andover, Bristol, Summit, Milbank and Plant Loop-Big Stone.

**MINNESOTA DIVISION**

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

**NINETEENTH, TWENTIETH, AND TWENTY-FIRST 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. . . . . 25 MPH.  
 Between absolute signals of interlockings  
     Wolsey MP 704.6 . . . . . 20 MPH.  
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Locomotives in Groups G, H and I not permitted.
3. **Train Register Exceptions—**  
 East Wye Switch, Wolsey, Beresford Jct.—Trains register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Beresford Jct., Canton, 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.

3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Moberg—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.
5. **Rule 99—**When flagging is required, distance will be 1 mile.
6. **ABS—**In service between the west switch at Summit (MP 633.5), and the west switch at Aberdeen Yard (MP 709.3).
7. **CTC—**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 709.3) and the west switch at Moberg (MP 806.0).
8. **Between Stateline and Moberg—**Dual control switches located as follows:  
     Big Stone Switch  
     Milbank — East and West end of sidings  
     Summit — East and West end of siding  
     Aberdeen Yard — West end  
     Glenham — East and West end of siding  
     Moberg Yard — West end
9. **Between Stateline and Moberg—**Burlington Northern signal aspects and indications and C.M.St.P.&P.R.R. Rule 240-S applies.

10. **Aberdeen Yard**—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.

**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: Pushhuttons 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.

11. **Rollby Inspection**—Rollby inspections by train crews are required when entering the main track from junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.

**MINNESOTA DIVISION**

(Ferry to O'Neill)

**TWENTY-THIRD SUBDIVISION**

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

MP 0.5 to MP 10.0 . . . . .	30 MPH.
MP 10.0 to MP 68.0 . . . . .	25 MPH.
MP 68.0 to MP 124.4 . . . . .	30 MPH.

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

Item 5d not permitted.

Locomotives in Groups H and I must not operate between Bing MP 3.0 and O'Neill.

**Brunswick**—Engines must not operate over track scale located near elevator load out spout on Mueret Grain Company elevator track. Movements must not exceed 5 MPH. on this track.

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

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

Ferry, O'Neill—Rule 83(B) does not apply.

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

**6. Maintenance of Way Rule 14 Exception Applies.**

**7. Rollby Inspection**—By train crews are required when entering a main track at junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.

**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 chrome, ballast, clay, grain, coal and potash trains and loaded taconite and ore trains handling 99000 to 99699 series cars . . . . .		35 MPH.
Other loaded taconite and ore trains .		30 MPH.
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—**

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—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. Hinckley**—Trains on First Subdivision between Coon Creek and Boylston and Eastward 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.

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.

**8. Track between Brook Park and Mora is considered Industrial Track. Rule 105 applies. Maximum speed 30 MPH.**

**9. 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

Other Failed Equipment Detectors—None.

**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 ore and taconite trains . . . . .	35 MPH.
Loaded coal, chrome, potash, ballast, clay and grain trains . . . . .	40 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
 220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft.
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 1.5 miles.
6. **Hinckley—**Trains on First Subdivision between Coon Creek and Boylston and eastward 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.  
 Trains on Second Subdivision when approaching Hinckley will obtain check of first class trains from train dispatcher Minneapolis 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.  
 If absolute signal displays stop indication, a member of crew must press release button located on signal mast and be governed by instructions posted.
7. **Pine City—**Do not exceed 10 MPH on siding
8. **Rollby Inspection—**Train crews must make inspection at speeds not exceeding 10 MPH at their initial station.

- |  |         |
|--|---------|
| Bridge 166—Between Big Falls and Grand Falls . . . . .   | 10 MPH. |
| Brainerd, over public crossings . . . . .                | 10 MPH. |
| Bemidji—over public crossings at,<br>Mill Park . . . . . | 22 MPH. |
| Other public crossings . . . . .                         | 12 MPH. |
- Item 1A, All Subdivisions, applies.

2. **Bridge, Engine and Heavy Car Restrictions—**  
 Item 5d not permitted.  
 Bridge 94 at Bemidji, Bridge 166, Big Fork River, and Bridge 185, Little Fork,  
 250 ton wrecking derricks . . . . . Not Permitted  
 Locomotives in Groups E, G, H and I are not permitted.  
 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 had order situation.
3. **Train Register Exceptions—**  
 Bemidji Depot—Register for trains originating or terminating.
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 261-264 inclusive are 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. **Rollby 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.

**WISCONSIN DIVISION**

(Carlton to Staples)

**FOURTH SUBDIVISION**

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

Carlton and Staples . . . . .	49 MPH.
Loaded coal, chrome, potash, ballast, clay & grain trains Through No. 20 turnout at Carlton Jct. . . . .	40 MPH. 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—**  
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 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, 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. 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. Main track switch is lined, locked and spiked for Riverton main track.

**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 applies. Maximum speed 20 MPH.

**16. Track between Deerwood and Ironton is considered industrial track.** Rule 105 applies. Maximum speed 10 MPH.

**17. Brainerd—**Derailed 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
Duluth and MP 5.3 . . . . .	20 MPH.	12 MPH.
Grassy Point Draw Bridge and Berwind Jct. . . . .	12 MPH.	12 MPH.
Superior—Between Central Avenue and main line switch to LST&T at 16th Avenue, Belknap yard . . . . .	40 MPH.	20 MPH.
MP 7.0 and Central Ave. on freight mains . . . . .	50 MPH.	40 MPH.
Central Avenue and Boylston . . . . .	50 MPH.	50 MPH.
Boylston and Mirbat . . . . .	40 MPH.	40 MPH.
Mirbat and Gunn . . . . .	50 MPH.	50 MPH.
Gunn and Cass Lake . . . . .	49 MPH.	49 MPH.
Through No. 20 turnout at Carlton . . . . .	25 MPH.	25 MPH.
Cass Lake and Superior—Loaded chrome, ballast, clay, grain, coal and potash trains and loaded taconite and ore trains handling 99000 to 99699 series cars . . . . .		35 MPH.
Other loaded taconite and ore trains . . . . .		30 MPH.
Cloquet and Superior handling pulpwood . . . . .		30 MPH.
State Line and Carlton— On Westward track between MP 25.0 and MP 35.0 . . . . .		25 MPH.
Carlton and Cloquet on Westward track between MP 35.0 and MP 41.0 . . . . .		10 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  
 Central Avenue crossover  
 Saunders
- Trains or engines through No. 11 turnouts at . . . . .  
 Carlton . . . . . crossovers 12 MPH.  
 Through Cloquet on Eastward track . 30 MPH.  
 Through Grand Rapids . . . . . 12 MPH.
- 2. Bridge, Engine and Heavy Car Restrictions—**  
 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, Carlton, Garfield Avenue, Berwind Jct., Grass Point Draw and LST&T Jct.—**Rule 83(B) does not apply.
- 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. Track on this subdivision between Duluth and Saunders is operated on continuous yard.**
- 8. 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.  
 Trackage on D.T. Ry between 72nd Ave. West and Riverside Jct. is considered industrial trackage. Rule 105 applies - maximum speed 10 MPH.
- 9. 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).
- 10. Sidings—**Loaded coal and potash trains not permitted on sidings at Bena, Ball Club and Brookston.  
**Brookston—**Do not exceed 10 MPH on siding.
- 11. Automatic Interlocking not Indicated at Station—**  
**Superior—**73rd Street, Soo Line crossing.  
**Duluth—**Automatic Interlocking Soo Line Crossing 1.6 miles west of Garfield Ave. Manual Interlocking DWP Jct. 2.7 miles west of Garfield Ave.  
**Bridge 29—**Four miles west of State Line.
- 12. 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.
- 13. 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 Rule 15 (L) when approaching these cars and engine bell rung continuously while passing cars.
- 14. 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.
- 15. Duluth—**Normal position of crossover switches at Garfield Avenue must be lined and locked for through movement on eastward and westward main tracks.  
**Between Garfield Avenue and the west end of Boston Yard—**  
 The north track (former DT track) is designated as the Westward Main Track.  
 The south track (former NP running track) is designated as the Eastward Main Track. Between Grassy Point Draw and LST&T Jct. the north track is designated as the Eastward Main Track and the south track is designated as the Westward Main Track. The normal position of all main track switches is lined and locked for the main track except:  
 Crossover switches from the westward to eastward main track at the west end of Boston Yard will be lined for movement from the westward to the eastward track.
- 16. Superior—**Switch at the end of double track at LST&T Jct. will be lined and locked for the eastward track.  
 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.  
**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.
- 17. Central Avenue—**When setting out or picking up, trains must not block 58th Street, and Tower Avenue crossings.  
**Between Central Avenue and 16th Avenue, Belknap Yard—**the normal position of all main track switches is lined and locked for the main track.  
 Movements in this area are under the control of the yardmaster at 28th Street, through the tower operator at Central Avenue.
- 18. Carlton—**East end west crossover switches on Fifth Subdivision and Fourth to Fifth Subdivisions switch are dual control and supervised by train dispatcher, who is also the control operator.
- 19. Cass Lake—**Whistle signal Rule 15(L) must be sounded 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 165.0 account short crossing signal circuit for highway 371. Normal speed can be resumed after engines have occupied crossing.

Soo Line trains will not register or require a clearance unless otherwise provided.

- 20. **Soo Jct.**—Soo Line trains entering the Fifth Subdivision at Soo Jct. must call the BN operator at Bemidji for train order authority.

Train register has been placed in building where facsimile machine is located and all Soo Line trains will register, all other trains will register when directed by train orders.

- 21. **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.

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

- 23. **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.

**Hawkinson Addition**—crossing MP 110.0, trains stopped to make setouts at Grand Rapids must clear this crossing.

- 24. **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 to ascertain if gates are open. If communication unavailable contact gate house personally.

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

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

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

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

- 26. **Rollby Inspection**—Mechanical Department personnel will make inspection of departing trains from Duluth-Superior Terminal of only those trains that require an air brake test.

At all other locations train crews must make inspection at speeds not exceeding 10 MPH at their initial station.

- 27. **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

**WISCONSIN DIVISION**

(Allouez to Saunders)

**SIXTH SUBDIVISION**

- 1. **Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Allouez and Saunders . . . . . 25 MPH.

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

- 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**

(Ashland to Central Avenue)

**SEVENTH SUBDIVISION**

- 1. **Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Ashland MP 0.0 and MP 62.0 Allouez . . . . . 10 MPH.  
Allouez and Central Avenue . . . . . 20 MPH.

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

2. **Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted except between Iron River and Central Ave. 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 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.  
**Midland Coop—**6 axle locomotives not permitted.
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—**Between Allouez and Ashland.

**WISCONSIN DIVISION**  
(Garfield Avenue to Superior)

**EIGHTH SUBDIVISION**

1. **Speed Restrictions—**  

<b>Zone—Between</b>	<b>Maximum Speeds Permitted</b>
Garfield Avenue and Superior . . . . .	12 MPH.
Over MN/WI Draw Bridge . . . . .	10 MPH.

 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—None.**
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. Track on this subdivision operated as one continuous yard.
6. **Interlockings Not Indicated At Stations—**  
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 draw-bridges will be governed by signal indications and instructions from bridge tenders.

**WISCONSIN DIVISION**

(Brookston to Gunn) (Virginia to Kelly Lake)

**NINTH AND TENTH SUBDIVISIONS**

1. **Speed Restrictions—**  

<b>Zone—Between</b>	<b>Maximum Speeds Permitted</b>
Brookston and MP 58.0 and MP 59.1 . . . . .	25 MPH.
MP 59.1 and MP 59.3 . . . . .	12 MPH.
MP 59.3 and Gunn . . . . .	45 MPH.

**Gunn—**All trains over junction switches . . . . . 22 MPH.  
Loaded ore and taconite trains handling 99000 to 99699 series cars . . . . . 35 MPH.  
Other loaded ore and taconite trains . . . . . 30 MPH.  
**Through No. 20 turnouts of sidings at Fermoy, Baden and Omega . . . . .** 35 MPH.  
**Taconite Jct.—**Westward trains approach absolute signal at BN. MP 21.5 . . . . . 30 MPH.  
**Kelly Lake—**  
Eastward passing signals 0.2 and 0.26 . . . . . 10 MPH.  
Westward passing signal 107.5 . . . . . 10 MPH.  
**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.  
**Emmert and Buhl . . . . .** 30 MPH.  
**Through Hibbing . . . . .** 12 MPH.  
**On Hibbing taconite mine spur:**  
Loaded taconite trains, between Mahoning yard switch and Hibbing Taconite Jct. switch . . . . . 12 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.
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.
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).  
**Spring Switches without Facing Point Lock—**  
**Kelly Lake, west wye switch,**  
Normal position is for Tenth Subdivision.
7. **Kelly Lake—**End of double track normal position of switch is for eastward track. Westward train and engine movements must receive permission from train dispatcher before operating this switch.
8. **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.
9. **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.
10. **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.

11. The main track between end of CTC Keewatin and the beginning of CTC at Gunn is continuous yard limits. Train, engine, transfers and Maintenance of Way on-track equipment must obtain permission from train dispatcher before occupying the main track. Train movements will be authorized by train orders.
12. 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.
13. **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.  
An automated water spray system for dust control has been installed and is located approximately 500 feet east of weigh-in-motion scale. A two aspect signal governs movement through sprayer: Red aspect indicating that arm is extended—**Do Not Enter**, and Yellow—**Proceed**.  
Sprayer will be operated during non-freezing weather and when operating, movement **cannot exceed 2 MPH**.
14. Main track out of service from Dormer Jct. to Sherwood Jct.  
Main track Kelly Lake to Sberwood Jct. is all yard limit and movements will be governed by 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.
15. 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.
16. **Crossovers on Double Track**—  
**Facing Point**—Hibbing.  
**Trailing Point**—Stevenson, Agnew, Hull Rust, North Mitchell, Hibbing.
17. 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

- |                                 |         |
|---------------------------------|---------|
| Except loaded unit trains ..... | 25 MPH. |
| MP 81.5 and Noyes .....         | 25 MPH. |
| Except loaded unit trains ..... | 10 MPH. |
- Item 1A, All Subdivisions, applies on Eleventh Subdivision between Tilden Jct. and MP 58.0 and on Twelfth Subdivision.
2. **Bridge, Engine and Heavy Car Restrictions**—  
Item 5d not permitted.  
Locomotives in Groups E, G, H and I not permitted.  
Between Greenbush and Warroad trains restricted to one unit.
  3. **Train Register Exceptions**—  
Tilden Jct.—Trains will register only when directed by train order.
  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 North Crookston 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**

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

**ELEVENTH AND TWELFTH SUBDIVISIONS**

<b>1. Speed Restrictions—</b>	
<b>Zone—Between</b>	<b>Maximum Speeds Permitted</b>
Tilden Jct. and MP 58.0 .....	25 MPH.
MP 58.0 and Warroad .....	15 MPH.
Thief River Falls—Wye track .....	5 MPH.
Noyes Jct. and MP 81.5 .....	30 MPH.

**WISCONSIN DIVISION**

(Larimore to Mayville)

**THIRTEENTH SUBDIVISION**

<b>1. Speed Restrictions—</b>	
<b>Zone—Between</b>	<b>Maximum Speeds Permitted</b>
Larimore and Mayville .....	25 MPH.

Item 1A, All Subdivisions, applies.



2. **Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
Locomotives in Groups E, G, H and I 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 applies. Maximum speed 25 MPH.
8. **Maintenance of Way Rule 14 Exception Applies—**On this subdivision.

Locomotives in Groups G, H and I 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**

(Redland Jct. to Fertile)

**FOURTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Redland Jct. and Fertile .....	25 MPH.
Through Fertile .....	15 MPH.
Over bridge 55 .....	12 MPH.

 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
Locomotives in Groups G, H and I not permitted.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Redland Jct.,—Rule 83(B) does not apply.
5. **Rule 99—**When flagging is required, distance will be 1.5 miles.
6. **Maintenance of Way Rule 14 exception Applies—**On this subdivision.

**WISCONSIN DIVISION**

(Calspur Jct. to Joliette)

**SEVENTEENTH SUBDIVISION**

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Honeyford and Joliette .....	25 MPH.
Grafton—over public crossings .....	12 MPH.
except over hwy crossing .....	5 MPH.

 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted  
Locomotives in Groups G, H and I not permitted.
3. **Train Register Exceptions—**  
Grafton—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
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 146.0 cars 50 feet or longer, must be handled individually and at speed not exceeding 3 MPH.
8. **Maintenance of Way Rule 14 Exception Applies—**between Honeyford and Joliette.

**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—**  
Item 5d not permitted.

**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 4.0 and MP 76.0 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 23.0 ..	20 MPH.
Twenty-First Subdivision—Kerry Pit tracks .....	5 MPH.
Item 1A, All Subdivisions, applies.	

2. **Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
Locomotives in Groups E, G, H and I not permitted.  
Eighteenth and Nineteenth Subdivisions, engines in the series 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—**  
Conway 6.5 miles west of Inkster
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—**  
Eighteenth subdivision between Grafton and Neche.  
Nineteenth subdivision between Grafton and Walhalla.  
Twenty-First subdivision between Hannah Jct. and Hannah.

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—**None.
3. **Train Register Exceptions—**  
Crookston—All trains register by register ticket.  
Tilden Jct.—Trains register when directed by train order.  
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.
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 coal and potash trains not permitted on any siding.
8. **Cass Lake—**Whistle signal must be sounded as prescribed by Rule 15(L) by all trains over footwalk east of roundhouse switch. Crossing must be cut immediately. When this crossing is blocked by coupling train, trainmen must remain at the crossing to prevent pedestrians from crossing through the cars.  
  
Do not exceed 5 MPH over highway crossing 300 feet east of MP 165.0 account short crossing signal circuit for Highway 371. Normal speed can be resumed after engines have occupied crossing.
9. **Crookston—**Do not exceed 10 MPH. on all yard tracks.
10. **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.

11. **Brainerd Jct., International Falls Jct.—**Automatic dual control switches are in service at MP 91.4 and MP 93.8.  
Rules 261-264 inclusive are 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

**WISCONSIN DIVISION**

(Cass Lake to Hannah Jct.)

**TWENTIETH SUBDIVISION**

1. <b>Speed Restrictions—</b> <b>Zone—Between</b>	<b>Maximum Speeds Permitted</b>	
	<b>Passenger</b>	<b>Freight</b>
Cass Lake and Grand Forks .....		49 MPH.
Grand Forks and PA Tower .....		49 MPH.
PA Tower and Hannah Jct. ....	79 MPH.	50 MPH.
Loaded 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.

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.

12. **PA Tower**—Crossover switch for trains from Dakota Division Fifth 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

13. **Rollby Inspections**—Between Arvilla and Hannah Jct. freight trains will make rollby inspection on both sides of train.

**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 coal, chrome, talc, potash, clay and C-6 grain trains . . . . .	40 MPH.
Except loaded coal trains between MP 46.0 and MP 192.0 . . . . .	45 MPH.
MP 3.0 and MP 9.1, both tracks . . . . .	35 MPH.
MP 27.0 and MP 28.0, both tracks . . . . .	40 MPH.
MP 64.4 and MP 65.4 . . . . .	45 MPH.
MP 97.6 east of Jamestown and MP 96.0 west of Jamestown, both tracks . . . . .	30 MPH.
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.
Valley City freight lead . . . . .	5 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 28.0 and 335 feet west of MP 31.0	
Magnolia Through turnout end of double track	
Koldok . . . . . East and west siding switches.	
Peak . . . . . East siding switch.	
Eckelson . . . . . West siding switch.	
Bloom . . . . . Through turnout end double track.	
Eldridge . . . . . Through turnout end 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 28.1 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 0.0 and MP 16.0, between MP 93.0 and MP 96.0 and between MP 97.0 and MP 99.0, east of Jamestown.

2. **Bridge, Engine and Heavy Car Restrictions—**  
Valley City—Locomotives in Groups G, H and I must not use freight lead.

**Jamestown**—Locomotives in Groups G, H and I must not use yard tracks 7 through 12.

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

**3. Train Register Exceptions—**

**Dilworth**—NRPC trains register by Register Ticket.

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

**Moorhead Jct., Fargo, West Fargo, Surrey Line Jct., Sanborn, McKenzie 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 control operator Dilworth 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 21.0 and MP 22.0 between Mapleton and Casselton and between MP 101.0 and MP 102.0 between Eldridge and Windsor.

**Eastward Trains**—between MP 189.0 and MP 188.0 between Pierce and Burleigh and between MP 88.0 and MP 87.0 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—**

**Magnolia, Bloom and Eldridge—**

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

**Magnolia, Eldridge**—Normal position of switch is for eastward track.

**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 275(A) without permission or time limits from train dispatcher. Rules 275 and 276 are modified accordingly.

**Magnolia, 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 coal and clay trains may use following sidings—Koldok, Peak, Berea, Sanborn, Eckelson, Spiritwood, Windsor, Medina, Ladoga, Steel, Driscoll, Sterling, Burleigh, Pierce, Bismarck, Eastbound and Westbound Yards 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 16.0 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 101.0 west of Eldridge will be operated as one yard.

**12. Signal Overlap**—Between Peak and Pierce trains holding main track for meeting opposing trains must not pass signal overlap signs before arrival of opposing trains.

**13. Trackage**—Between West Fargo and JY Jct is considered Industrial Trackage. Rule 105 applies. Maximum speed 25 MPH.

**14. 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. 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 control operator at Dilworth.

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.

**Fargo**—Eastward trains stopping west of 27th Street must observe that crossing gates are down before occupying crossing.

**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 control operator at Dilworth.

**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.

**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

**DAKOTA DIVISION**

(Breckenridge to Nolan) (Vance to Blanchard)  
(Erie Jct. to Clifford) (Nolan to Warwick)

**SECOND, SIXTH, SEVENTH AND EIGHTH  
SUBDIVISION**

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

Breckenridge and Jy Jct. ....	(Second Sub.)	40 MPH.
Jy Jct. and Nolan .....	(Second Sub.)	49 MPH.
Loaded coal, chrome, talc, potash, clay and C-6 grain trains .....	(Second Sub.)	40 MPH.
Jy Jct.—Through No. 20 turnout ....	(Second Sub.)	20 MPH.
MP 3.9 and MP 4.0, Jy Jct. ....	(Second Sub.)	10 MPH.
Vance and Hunter .....	(Sixth Sub.)	25 MPH.
Erie Jct. and Clifford .....	(Seventh Sub.)	25 MPH.
Nolan and Warwick .....	(Eighth Sub.)	35 MPH.
Item 1A, All Subdivisions, applies on Second Subdivision between MP 4.5 and MP 22.0 between Jy Jct. and Vance, and on entire Sixth, Seventh and Eighth Subdivisions.		
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 Fargo Psgr. Station—Using middle track from a point 300 feet on either side, and across Seventh Avenue Crossing .....		35 MPH. 8 MPH.
Breckenridge—Using controlled siding over switch at MP 215.1 .....		12 MPH.

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

Item 5d not permitted on Seventh and Eighth Subdivisions.  
Sixth Subdivision—Locomotives in Groups E, G, H and I not permitted.

**3. Train Register Exceptions—**

Fargo Psgr. Station—Train will register when directed by train order.

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

Wahpeton Jct., Moorhead Jct., Moorhead, Fargo Yard Office, Jy Jct., Vance, Erie Jct. and Nolan—Rule 83(B) does not apply.

Moorhead Jct., Moorhead, Fargo Yard Office and Jy Jct.—Eastward trains and engines from Second Subdivision approaching Jy Jct. and other trains and engines before entering Second Subdivision must contact Dilworth Yardmaster to obtain permission and route instructions.

Dilworth—Conductors of NRPC Trains No. 7 and No. 8 will deliver clearance and train orders to relieving train crew at Fargo Passenger Station.

**5. Rule 99—**

Second Subdivision—Breckenridge to Jy Jct.—When flagging is required, distance will be 2.5 miles.

Second Subdivision—Jy Jct. to Nolan—When flagging is required, distances will be 2 miles.

Sixth, Seventh and Eighth Subdivisions—Unless otherwise provided, flagging is not required on these subdivisions. When required to flag, distance will be 1 mile.

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

Westward trains, between MP 16.0 and MP 17.0, approximately 4 miles west of Kent.

**7. Manual Interlockings with Dual Control Switches—**

Fargo—Limits of interlocking extend from westward absolute signal at Fargo yard office to the eastward absolute signal just west of 8th Street crossovers. Hand throw electrically locked Switches in this area are under control of control operator at Dilworth.

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 control operator at Dilworth.

8. 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.

9. Yard Limits—Tracks between yard limit signs east of Breckenridge and West of Wahpeton operated as one yard.

10. Breckenridge—Rollby 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.

11. Between Kent and Comstock—All freight trains will make rollby inspection of both sides of train.

12. 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.

13. Trackage between Jy Jct. and West Fargo is considered industrial trackage, Rule 105 applies—maximum speed 25 MPH.

Trackage between Vance and Amenia is considered industrial trackage, Rule 105 applies—maximum speed 25 MPH.

Trackage between MP 74.5 Hunter and MP 85.9 Blanchard is considered industrial trackage, Rule 105 applies—maximum speed 10 MPH.

Trackage between MP 17.0 and MP 17.5 Clifford is considered industrial trackage, Rule 105 applies—maximum speed 10 MPH.

14. Rule 8-225—Absolute block register territory in effect on Sixth Subdivision between Vance and Blanchard.

Register location—Telephone booth at Vance.

Rule 8-225—Absolute block register territory in effect on Seventh Subdivision between Erie Jct. and Clifford.

Register Location—Telephone booth at Erie Jct.

**15. Maintenance of Way Rule 14 Exception applies—**

Sixth Subdivision between Vance and Blanchard.

Seventh Subdivision between Erie Jct. and Clifford.

Eighth Subdivision between Nolan and Warwick.

16. Rollby inspections—Train crews are required when entering the main track from junction points and at initial terminals. A rollby of one side is always required. If delay to the train will not result, both sides should be inspected. These rollbys will be made at speeds not exceeding 10 MPH.

**DAKOTA DIVISION**

(Wahpeton Jct. to Casselton)

**THIRD SUBDIVISION**

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

Loaded coal, chrome, talc, potash, clay and C-6 grain trains .....	40 MPH.
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Davenport—Between absolute signals of Ninth Subdivision interlocking . . . . . 40 MPH.

Head end speed restriction for eastbound freight trains:  
 Up to 100 tons/OB      Over 100 tons/OB

Signal 256.4 located at MP 41.2 . . . . . 55 MPH. 50 MPH.  
 If the designated signal displays a green aspect, the train may resume normal speed after head end passes signal.

Item 1A, All Subdivisions, applies between MP 1.0 and MP 33.0

2. **Bridge, Engine and Heavy Car Restrictions—None.**
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 10.0 and MP 11.0 approximately 2 miles west of Dwight.
7. **Sidings—**Loaded coal, chrome, talc, potash, clay and grain trains must not use sidings at Dwight, Colfax, Kindred or Durbin except loaded grain trains may use siding Kindred not exceeding 5 MPH.  
 Do not exceed 10 MPH on following sidings—Dwight, Colfax, Kindred, Durbin.
8. **Trackage between Chaffee Line Jct. and Chaffee is considered industrial trackage, Rule 105 applies—**Maximum speed 10 MPH. Locomotives in Groups G, H and I not permitted.
9. **Walcott—**Trains and engines on siding and industry track must observe that crossing gates at street crossing are down before occupying
10. **Rollby Inspections—**Between Colfax and Kindred—All freight trains will make roll-by inspection of both sides of train, except local freight and empty coal trains.

MP 1.5 to MP 4.7 Eastward and Westward . . . . .	60 MPH.	50 MPH.
MP 4.7 to MP 5.1 . . . . .	35 MPH.	25 MPH.
MP 5.1 to MP 11.2 Westward . . . . .	60 MPH.	50 MPH.
MP 5.1 to MP 14.0 Eastward . . . . .	60 MPH.	50 MPH.
MP 69.3 to MP 72.4 . . . . .	70 MPH.	
MP 72.4 to MP 81.8 . . . . .	65 MPH.	
MP 81.8 to MP 81.9 Westward . . . . .	40 MPH.	50 MPH.
MP 81.8 to MP 81.9 Eastward . . . . .	40 MPH.	40 MPH.
MP 81.9 to MP 90.1 . . . . .	70 MPH.	
Epping—Through equilateral turnout at end of double track . . . . .	50 MPH.	50 MPH.
MP 111.0 to MP 121.0 Eastward and Westward . . . . .	55 MPH.	50 MPH.
Tioga—Locomotives and cars on north L.P.G. track . . . . .		5 MPH.

Head end speed restrictions for westbound freight trains as follows:	<b>Up to 100 tons/OB</b>	<b>Over 100 tons/OB</b>
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.
If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.		
Loaded coal, chrome, talc, potash, clay and C-6 grain trains . . . . .		40 MPH.
Trains or engines through No. 20 turnouts at following locations . . . . .	35 MPH.	35 MPH.
Nolan—West siding switch and Fifth Subdivision junction switch.		

**DAKOTA DIVISION**

(Surrey Line Jct. to Williston)

**FOURTH SUBDIVISION**

1. <b>Speed Restrictions—</b> Zone—Between	<b>Maximum Speeds Permitted</b>	
	Passenger	Freight
MP 63.4 and MP 64.3 . . . . .		50 MPH.
MP 124.0 and MP 124.7 . . . . .		40 MPH.
Between absolute signals of Soo Line interlocking between MP 182.1 and MP 182.2 . . . . .		50 MPH.
Surrey and Williston . . . . .	79 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.
Against the current of traffic on double track . . . . .	59 MPH.	49 MPH.
West of Soo Tower trains or engines through No. 11 turnouts . . . . .	12 MPH.	12 MPH.

Luverne . . . . .	east and west siding switches
Hannaford . . . . .	east and west siding switches
Sutton . . . . .	east and west siding switches
Juanita . . . . .	east and west siding switches
New Rockford . . . . .	west switch north siding
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
Karlsruhe . . . . .	east and west siding switches
W.L. Switch . . . . .	End of double track east end Gasman Bridge.
Gasman Switch . . . . .	End of double track west end Gasman Bridge.
Des Lacs . . . . .	End of double track
Berthold . . . . .	east and west siding switches
Blaisdell . . . . .	east and west siding switches
Stanley . . . . .	east and west switches
	sidings north and south of main track
Ross . . . . .	east and west siding switches
White Earth . . . . .	east and west siding switches
Tioga . . . . .	east and west siding switches

Temple . . . . . east and west siding switches  
 Wheelock . . . . . east siding switch  
 Item 1A, All Subdivisions, applies between MP 119.0 and MP 123.0, between Brantford and New Rockford and between MP 20.0 and MP 25.0, and between MP 68.0 and MP 105.0 and on both tracks between MP 105.0 and MP 118.0, between De Lacs and Williston.

2. **Bridge, Engine and Heavy Car Restriction**—None.
3. **Train Register Exceptions**—  
**Soo Tower**—First class trains and trains originating or terminating will register by register ticket.  
**Williston**—Register for trains originating or terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)**—  
**Surrey Line Jct., Nolan, New Rockford, Surrey, 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.  
**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. 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.
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 117.0 and MP 116.0, approximately 7 miles east of New Rockford.**  
**Westward trains, between MP 146.0 and MP 147.0, approximately 4 miles west of Hamberg.**  
**Eastward trains, between MP 221.0 and MP 220.0, approximately 4 miles east of Surrey.**  
**Westward trains, between MP 18.0 and MP 19.0 west of Lone Tree.**  
**Eastward trains, between MP 91.5 and MP 92.5, east of Ray.**
7. **Sidings**—Loaded coal, chrome, talc, potash, clay, and C-6 grain trains must not use sidings at Absaraka and Brantford.
8. **Automatic Interlockings not Indicated at Station**—  
**Soo Line crossing 5.1 miles west of Aylmer.**
9. **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 "Gasman Switch" are electrically controlled and operated 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.**
10. **Between end of CTC Minot and end of double track Soo Tower there is no superiority of trains. That portion of 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 when 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.

11. **Trackage between J.D. switch and Tatman is considered industrial trackage, Rule 105 applies—Maximum speed 10 MPH.**
12. **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 train at a speed not exceeding 10 MPH.
13. **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  
 MP 2.1 for Westward movement over bridge 122.8  
 MP 8.5 for Eastward movement over bridge 122.8  
**Other Failed Equipment Detectors**—  
**Between Surrey Line Jct. and Surrey**—  
 MP 19.4           MP 142.4  
 MP 83.7           MP 168.7  
 MP 110.5          MP 202.0  
**and between Minot and Epping**—  
 MP 19.5           MP 67.5  
 MP 46.5           MP 92.1

**DAKOTA DIVISION**

( Fargo Yard Office to Surrey )

**FIFTH SUBDIVISION**

1. <b>Speed Restrictions— Zone—Between</b>	<b>Maximum Speeds Permitted</b>	
	<b>Passenger</b>	<b>Freight</b>
Fargo yard office and D.L. Switch . . .	70 MPH.	50 MPH.
MP 36.0 to MP 38.0 . . . . .	65 MPH.	
F.O. Switch and D.L. Switch . . . . .	10 MPH.	10 MPH.
Hannah Jct. and Surrey . . . . .	79 MPH.	50 MPH.
MP 27.0 to MP 69.0 . . . . .	70 MPH.	
MP 69.0 to MP 76.0 . . . . .	65 MPH.	
MP 76.0 to MP 84.4 . . . . .	70 MPH.	
MP 84.4 to MP 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 114.0 to MP 147.0 . . . . .	50 MPH.	40 MPH.
MP 147.0 to MP 163.4 . . . . .	60 MPH.	40 MPH.
MP 163.4 to MP 167.0 . . . . .	50 MPH.	40 MPH.
MP 167.0 to MP 196.0 . . . . .	60 MPH.	40 MPH.
Surrey—Over all switches . . . . .		35 MPH.
Loaded coal, chrome, talc, potash, clay and C6 grain trains . . . . .		40 MPH.
Hillsboro—On old Beet track . . . . .		5 MPH.
Trains or engines through No. 20 turnouts at following locations . .	35 MPH.	35 MPH.
Gardner . . . . .		
. . . east and west siding switches		
Hillsboro . . . . .		
. . . east and west siding switches		
Michigan . . . . .		
. . . east and west siding switches		

Lakota .....		
... east and west siding switches		
Head end speed restrictions	<b>Up to 100</b>	<b>Over 100</b>
for westbound freight trains as	<b>tons/OB</b>	<b>tons/OB</b>
follows:		
Signal 88.5 between Devils Lake and		
Penn. ....	45 MPH.	35 MPH.

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

Item 1A, All Subdivisions, applies.

2. **Bridge, Engine and Heavy Car Restrictions—None.**  
**Devils Lake**—Locomotives in Groups G, H and I not permitted on industry tracks and wye track.  
**Leeds**—Locomotives in Groups G, H, and I not permitted on track-  
age south of main track.
3. **Train Register Exceptions—**  
**West Grand Forks**—NRPC trains will register by register ticket.  
**Lakota**—Trains register only when directed by train order.  
**Devils Lake**—First class trains register by register ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
**Fargo Yard Office, F.O. Switch, D.L. Switch, Hannah Jct.,**  
**Lakota, Churchs Ferry, Rugby, Towner, Granville and Sur-**  
**rey**—Rule 83(B) does not apply.  
**West Grand Forks**—NRPC trains must obtain a clearance.  
**Devils Lake**—All trains will require clearance.
5. **Rule 99**—When flagging is required, distance will be 2.5 miles.
6. NRPC trains must clear Demars Avenue when making passenger stop  
at West Grand Forks.
7. **Speed Test Boards**—Engineers shall test speed of their train pass-  
ing the following points as compared with speed table:  
Westward trains, between MP 33.0 and MP 34.0 between Harwood  
and Argusville.  
Eastward trains, between MP 90.0 and MP 89.0 between F.O. Switch  
and Thompson.  
Eastward trains, between MP 79.0 and MP 78.0 between Keith and  
Crary.  
Westward trains, between MP 94.0 and MP 95.0, approximately 8  
miles west of Devils Lake.  
Eastward trains, between MP 185.0 and MP 184.0, approximately 5  
miles east of Norwich.
8. **Automatic Interlockings not Indicated at Station—**  
Soo Line RR Crossing ..... 4.7 miles west of Devils Lake
9. Trackage between York and Wolford is considered industrial track-  
age. Rule 105 applies—Maximum speed 30 MPH.  
Locomotives in Groups E, G, H and I not permitted.
10. **Grandin**—When switching at Gunkelman Seed Warehouse, engine  
may not go beyond west end of platform on track serving platform  
account insufficient clearance.
11. Between Grandin and Hillsboro, between Cummings and Reynolds,  
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**—Rollby 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. **Sidings**—Loaded coal trains must not use any sidings except  
Hillsboro.

All trains do not exceed 10 MPH on the following sidings—

Harwood	Gardner
Grandin	Buxton
Reynolds	Thompson

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

**Other Failed Equipment detectors located at—**

MP 35.6 Between Harwood and Argusville  
MP 91.1 Between Thompson and F.O. Switch  
MP 34.0 Between Hanna Jct. and Niagra  
MP 92.5 Between Devils Lake and Penn

## DAKOTA DIVISION

(Fargo to Edgeley) (Casseltown to Marion) (Sanborn to Binford)  
(Wahpeton Jct. to Ellendale)

## NINTH, TENTH, ELEVENTH AND SIXTEENTH

1. **Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Fargo and Edgeley ..... 35 MPH.  
Fargo and Horace, over 25th St., 13th Avenue South  
and 17th Avenue South between MP 0.3 and MP 1.7  
until leading end of movement has occupied crossings  
..... (Ninth Sub.) 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 43.0 and MP 43.1 ..... (Ninth Sub.) 20 MPH.  
Locomotives and cars in excess of 248,000 lbs:  
Fargo and Edgeley ..... (Ninth Sub.) 30 MPH.  
Casseltown and Marion ..... (Tenth Sub.) 20 MPH.  
Between absolute signal of interlocking 8.8 miles west of  
Alice ..... (Tenth Sub.) 20 MPH.  
Sanborn and Binford ..... (Eleventh Sub.) 30 MPH.  
Wahpeton Jct. and MP 117.0 Milnor (Sixteenth Sub.) 22 MPH.  
MP 117.0 Milnor and MP 149.0 Crete .....  
..... (Sixteenth Sub.) 10 MPH.  
Crete and Oakes ..... (Sixteenth Sub.) 30 MPH.  
Ludden Jct. and Ellendale ..... (Sixteenth Sub.) 10 MPH.  
Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**  
**Fargo-Edgeley**—Item 5d not permitted. Locomotives in Groups E,  
G, H and I not permitted.  
**Casseltown-Marion**—Item 5d not permitted. Locomotives in  
Groups D, E, G, H and I not permitted.  
**Sanborn-Binford**—Item 5d not permitted. Locomotives in Groups  
G, H and I not permitted.  
**Wahpeton Jct.-Ellendale**—Item 5d not permitted. Item 5c not  
permitted between Milnor and Oakes. Items 5b, c and d not per-  
mitted between Ludden Jct. and Ellendale.  
Locomotives in Groups G, H and I not permitted between Wahpeton  
Jct. and Oakes. Locomotives in Groups D, E, G, H and I not per-  
mitted between Ludden Jct. and Ellendale and Locomotives in Groups B  
and C restricted to only one unit.
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.





Granville and Loraine . . . . . (Twenty-Second Sub.) 25 MPH.  
 Devils Lake—Soo Line crossing on Eighteenth  
 Subdivision . . . . . 12 MPH.  
 Devils Lake—Hansboro—Eighteenth Subdivision  
 When handling loaded C-6 covered hopper cars and  
 loaded tank cars weighing in excess of 220,000 lbs.  
 between MP 0.0 and MP 66.0 . . . . . 12 MPH.  
 Item 1A, All Subdivisions, applies.

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

Item 5d not permitted on all subdivisions and item 5c is not permitted on 21st Subdivision.

**On Seventeenth, Eighteenth, and Twenty-Second Subdivisions—**Locomotives in Groups E, G, H and I not permitted and on Wye at Lakota and between MP 0.0 and MP 2.5. on Seventeenth Subdivision.

**On Nineteenth Subdivision—**Locomotives in Groups G, H and I not permitted, Group E restricted to only one unit, Groups B, C and D restricted to only two units.

**On Twentieth Subdivision—**Locomotives in Group I not permitted between Rugby and Westhope and Group E, G, H and I not permitted between Westhope and Antler.

**On Twenty-First Subdivision—**Locomotives in Groups E, G, H and I not permitted and Groups B, C and D restricted to only one unit.

## 3. Train Register Exceptions—None.

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

**Lakota, Churchs Ferry, Rugby, Towner, and Granville—**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. Trackage between MP 53.6 Loraine and MP 61.5 Sherwood considered industrial trackage. Rule 105 applies. Maximum speed 10 MPH.

## 8. Railroad Crossings not Indicated at Station—

Soo Line Crossing 3.7 miles east of Brocket— (Seventeenth Sub.)  
 Soo Line Crossing 3.8 miles east of Munich— (Seventeenth Sub.)  
 Soo Line Crossing 0.2 miles west of Devils  
 Lake— (Eighteenth Sub.)  
 Soo Line Crossing 7.4 miles west of Willow  
 City— (Twentieth Sub.)  
 Soo Line Crossing 4.0 miles east of Newburg—(Twenty-First Sub.)

## 9. Rule S-225—Absolute block register territory in effect on Eighteenth Subdivision between Devils Lake and Hansboro.

Register Location—Depot building at Devils Lake.

**Rule S-225—**Absolute block register territory in effect on Nineteenth 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.

Trains must obtain oral or message authority from train dispatcher prior to entering these subdivisions.

## 10. Maintenance of Way Rule 14 Exception Applies—

Seventeenth Subdivision between Lakota and Sarles.

Eighteenth Subdivision between Devils Lake and Hansboro.  
 Nineteenth Subdivision between Churchs Ferry and Rolla.  
 Twentieth Subdivision between Rugby and Antler.  
 Twenty-First Subdivision between Towner and Newberg.  
 Twenty-Second Subdivision between Granville and Sherwood.

## DAKOTA DIVISION

(Berthold to Crosby) (Niobe to Boundary Line)  
 (Stanley to Grenora)

## TWENTY-THIRD, TWENTY-FOURTH AND TWENTY-FIFTH SUBDIVISIONS

### 1. Speed Restrictions— Zone—Between

### Maximum Speeds Permitted

Berthold and Crosby . . . . . (Twenty-Third Sub.)	30 MPH.
Niobe and Boundary Line . . . . . (Twenty-Fourth Sub.)	25 MPH.
Stanley and MP 50.0 . . . . . (Twenty-Fifth Sub.)	30 MPH.
MP 50.0 and Grenora . . . . . (Twenty-Fifth Sub.)	22 MPH.
Grenora—Engine or leading car over Main Street crossing . . . . .	15 MPH.
Item 1A, All Subdivisions, applies on entire Twenty-Third, Twenty-Fourth and Twenty-Fifth Subdivisions.	

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

Item 5d not permitted.

Twenty-Third Subdivision—Locomotives in Group I not permitted between Berthold and Niobe.

Locomotives in Groups E, G, H and I not permitted between Niobe and Crosby.

Twenty-Fourth and Twenty-Fifth Subdivisions—Locomotives in Group I 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)—

**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.

### 6. Automatic Interlockings not Indicated at Station—

Soo Line Crossing 1.5 miles east of Bowbells on Twenty-Fifth Subdivision.

### 7. Northgate—When using Canadian National tracks, Canadian National Railway Timetable and Rules govern.

### 8. Niobe, Northgate—Six axle locomotives should not be turned on the wye.

### 9. Larson—When switching Baukol-Noonan mine do not shove cars west of scale house on east lead.

### 10. Rule S-225—Absolute block register territory in effect on Twenty-Fifth Subdivision between Stanley and Grenora.

Register location—Telephone booth at east wye at Stanley

### 11. Maintenance of Way Rule 14 Exception Applies—

Twenty-Third Subdivision between Berthold and Crosby.  
 Twenty-Fourth Subdivision between Niobe and Boundary Line.  
 Twenty-Fifth Subdivision between Stanley and Grenora.

RADIO INFORMATION

WISCONSIN DIVISION

MINNESOTA DIVISION			WISCONSIN DIVISION		
Base Stations	Channel	Hours in Operation	Base Stations	Channel	Hours in Operation
Northtown Disprs. Ofc.	1	Continuous	Superior Disprs. Office	1	Continuous
St. Croix Tower	1	Continuous	Northtown Disprs. Office	1	Continuous
Oakland Tower	1	Continuous			
	2 for yard forces in St. Paul	Continuous	<b>Wayside Stations</b>		
Daytons Bluff	1	Continuous	Allouez	1	Continuous
	2 for yard forces in St. Paul	Continuous	Superior	1	Continuous
Westminster Tower	1	Continuous	Duluth	1	Continuous
	2 for yard forces in St. Paul	Continuous		2 for yard forces	Continuous
Midway	1	Continuous	Saunders	1	Continuous
	2 for yard forces in St. Paul	Continuous	Nickerson	1	Continuous
St. Anthony Tower	1	Continuous	Hinckley	1	Continuous
	3 for yard forces in Mpls.	Continuous	Cambridge	1	Continuous
35th Avenue	1	Continuous	Coon Creek	1	Continuous
	4 for yard forces in Northtown	Continuous	Carlton	1	Continuous
Northtown	1	Continuous	Kelley Lake	1	Continuous
	4 for yard forces in Northtown	Continuous	Calumet	1	Continuous
Coon Creek	1	Continuous	McGregor	1	Continuous
Anoka	1	Continuous	Deerwood	1	8:00 am-5:00 pm Mon. thru Fri.
Elk River	1	Continuous			
St. Cloud	1	Continuous	Central Ave.	1	Continuous
	2 for yard forces	Continuous	Wisconsin Drawbridge	1	Continuous
Little Falls	1	Continuous		2 for yard forces	Continuous
Staples	1	Continuous	Minnesota Drawbridge	1	Continuous
Wadena	1	Continuous		2 for yard forces in Duluth	Continuous
Detroit Lakes	1	Continuous	Grassy Point Drawbridge	1	Continuous
Dilworth	1	Continuous		2 for yard forces	Continuous
Delano	1	Continuous	Brainerd	1	Continuous
Hutchinson	1	8:00 am-5:00 pm Mon. thru Fri.	Staples	1	Continuous
			Floodwood	1	Continuous
Litchfield	1	Continuous	Grand Rapids	1	Continuous
Willmar	1	Continuous	Cass Lake	1	Continuous
Benson	1	Continuous	International Falls	1	9:00 am-6:00 pm Mon. thru Fri.
Morris	1	Continuous			
Campbell	1	Continuous	Bemidji	1	7:00 am-11:00 pm Mon. thru Fri.
Breckenridge	1	Continuous			
Sauk Centre	1	8:00 am-4:00 pm Mon. thru Fri.	Bagley	1	Continuous
Alexandria	1	Unattended	Fosston	1	Continuous
Fergus	1	7:30 am-11:30 pm Daily	Roseau		7:00 am-11:00 am 3:30 pm-4:00 pm
Barnesville	1	8:00 am-4:00 pm Mon. thru Fri.			8:00 am-5:00 pm Mon. thru Fri.
Granite Falls	1	Continuous	Thief River Falls	1	Continuous
Marshall	1	Continuous			
Pipestone	1	Continuous	Crookston	1	Continuous
Garretson	1	Continuous	Noyes	1	Continuous
Sioux Center	1	Continuous	Hallock	1	Continuous
Sioux City	1	Continuous	Stephen	1	8:00 am-5:00 pm Mon. thru Fri.
Sioux City	2 for yard forces	Continuous			
Appleton	1	8:00 am-5:00 pm Mon. thru Fri.	Warren	1	Continuous
Nassau	1	8:00 am-5:00 pm Mon. thru Fri.	Grafton	1	Continuous
Watertown	1	Continuous	Grand Forks	1	Continuous
Willow Lake	1	Unattended		2 for yard forces in Grand Forks	Continuous
Huron	1	7:00 am-4:00 pm Mon. thru Fri.	PA Tower	1	Continuous
Sumit	1	Continuous		2 for yard forces in Grand Forks	Continuous
Aberdeen	1	Continuous	Emerado	1	8:00 am-5:00 pm Mon. thru Fri.
Mobridge	1	Continuous			
Clara City	1	8:00 am-4:00 pm Mon. thru Fri.	Larimore	1	Continuous
			Park River	1	8:00 am-5:00 pm Mon. thru Fri.
Sioux Falls	2 for yard forces	Continuous	Langdon	1	7:00 am-4:00 pm Mon. thru Fri.

## RADIO INFORMATION

## DAKOTA DIVISION

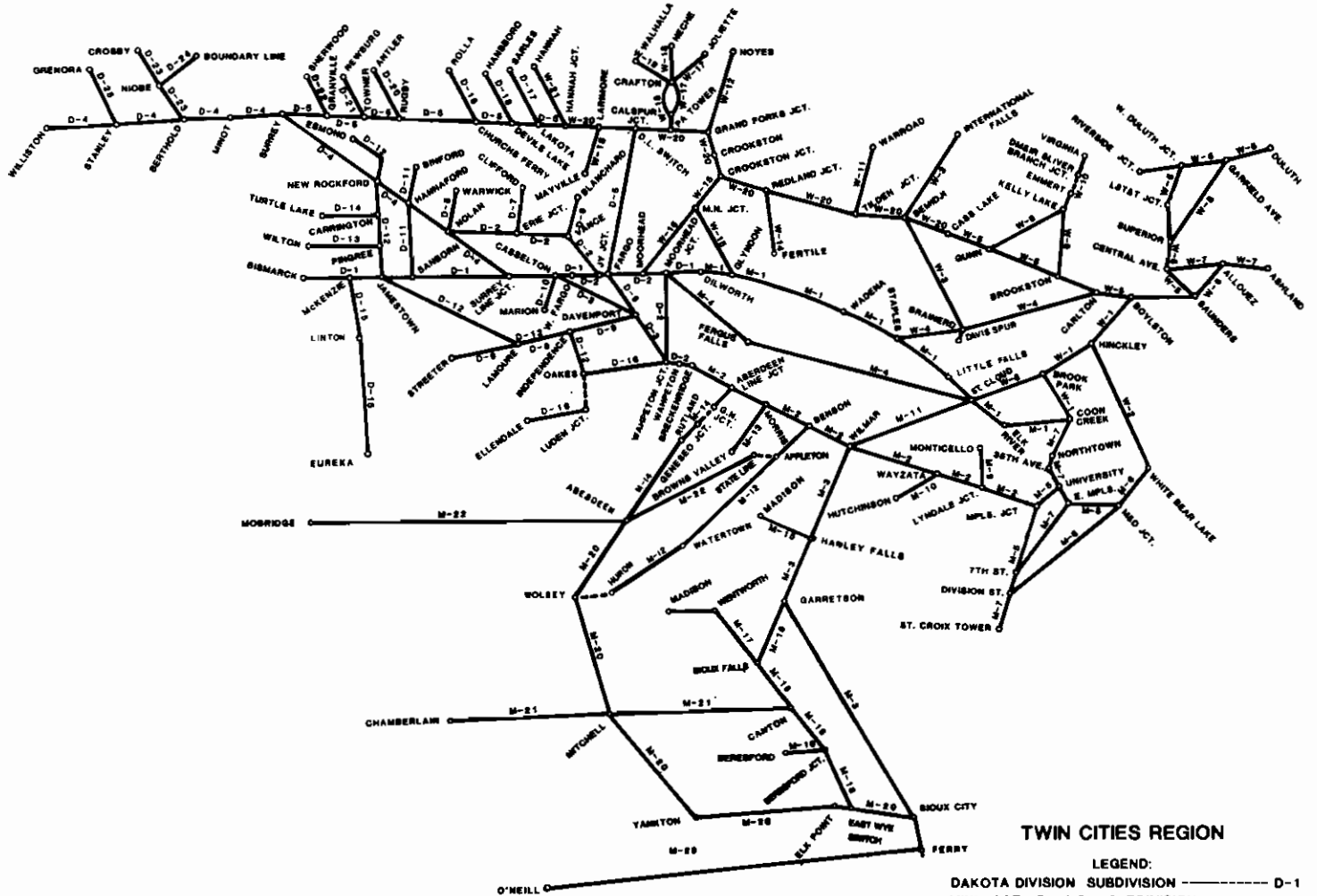
Base Stations	Channel	Hours in Operation
Northtown Disprs. Office	1	Continuous
Dilworth	1	Continuous
	2 for yard forces	Continuous
Hillsboro	1	Continuous
Fargo Relay Office	1	Continuous
	2 for yard forces	Continuous
Breckenridge	1	Continuous
Oakes	1	8:00 am-5:00 pm Tues. thru Sat.
Lakota	1	Continuous
Devils Lake	1	Continuous
Rugby	1	Continuous
New Rockford	1	Continuous
Gavin Yard	1	Continuous
	2 for yard forces	Continuous
Casselton	1	Continuous
Valley City	1	Continuous
Jamestown	1	Continuous
Steele	1	Continuous
Minot	1	Continuous
Stanley	1	Continuous
Tioga	1	Continuous
Wheelock	1	Continuous

Dr. Thomas V. Mears, Chief Medical Officer . . . . . St. Paul, Mn.  
 Dr. Robert D. Hart, Asst. Chief Medical Officer . . . . . St. Paul, Mn.

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Dr. Douglas E. Perkins . . . . .	Alexandria	Dr. Richard F. Hirt . . . . .	Minneapolis
Dr. Roger J. Bauer . . . . .	Benson	Dr. H. Horecki . . . . .	Minneapolis
Dr. R. P. Griffin . . . . .	Benson	Milbank Clinic-Dr. E. A. Johnson . . . . .	Milbank
Dr. R. J. Dunnigan . . . . .	Bismarck	Dr. T. A. Langager . . . . .	Minot
Dr. R. L. Jennings . . . . .	Bismarck	Dr. R. L. Odegard . . . . .	Minot
Dr. John H. Aga . . . . .	Brainerd	Dr. Burton G. Olson . . . . .	Minot
Dr. William J. Knipp . . . . .	Brainerd	Dr. Michael Haley . . . . .	Mitchell, S.D.
Dr. C. W. Jacobson . . . . .	Breckenridge	Mobridge Clinic-Dr. L. M. Linde . . . . .	Mobridge
Dr. G. E. Larson . . . . .	Cambridge	Dr. John A. Gjevve . . . . .	Moorhead
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Dr. Joseph C. Houts . . . . .	Dassel	Dr. Henry A. Korda . . . . .	Pelican Rapids
Dr. M. E. Odland . . . . .	Detroit Lakes	Dr. J. L. Delmore, Jr. . . . .	Roseau
Dr. J. F. Knapp . . . . .	Detroit Lakes	Dr. W. R. Fox . . . . .	Rugby
Dr. E. S. Lorentzen . . . . .	Detroit Lakes	Dr. Everett J. Schmitz . . . . .	St. Cloud
Dr. R. Donald McBane . . . . .	Devils Lake	Dr. Vernon E. Neils . . . . .	St. Cloud
Dr. Roy R. Juntunen . . . . .	Duluth	Dr. D. M. Van Nostrand . . . . .	St. Cloud
Dr. Henry Norum . . . . .	Fargo	Dr. R. M. Ahrens . . . . .	St. Paul
Dr. Eusebio R. Mendoza . . . . .	Fargo	Dr. Robert S. Flom . . . . .	St. Paul
Dr. C. M. Hunter . . . . .	Fargo	Dr. Darrel E. Westover . . . . .	St. Paul
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Dr. Walter C. Dailey . . . . .	Grand Forks	Dr. A. L. McGilvra . . . . .	Sioux Center
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Dr. N. J. Kaluzniak . . . . .	Langdon	Dr. G. Robert Bartron . . . . .	Watertown
Dr. C. O. Haugen . . . . .	Larimore	Dr. Robert C. Koch . . . . .	Williston
Dr. Daniel R. Beckman . . . . .	Marshall	Dr. Michael T. Anderson . . . . .	Willmar
Dr. Phillip C. Hendenstrom . . . . .	Marshall	Dr. Charles M. Burns . . . . .	Winnipeg
Dr. Clarence S. Martin . . . . .	Medina	Dr. George A. Waugh . . . . .	Winnipeg
Dr. Paul J. Keith . . . . .	Milaca	Dr. Kenneth Halverson . . . . .	Yankton
Dr. Azam Ansari . . . . .	Minneapolis		

Other physicians in the above offices are authorized to perform examinations.



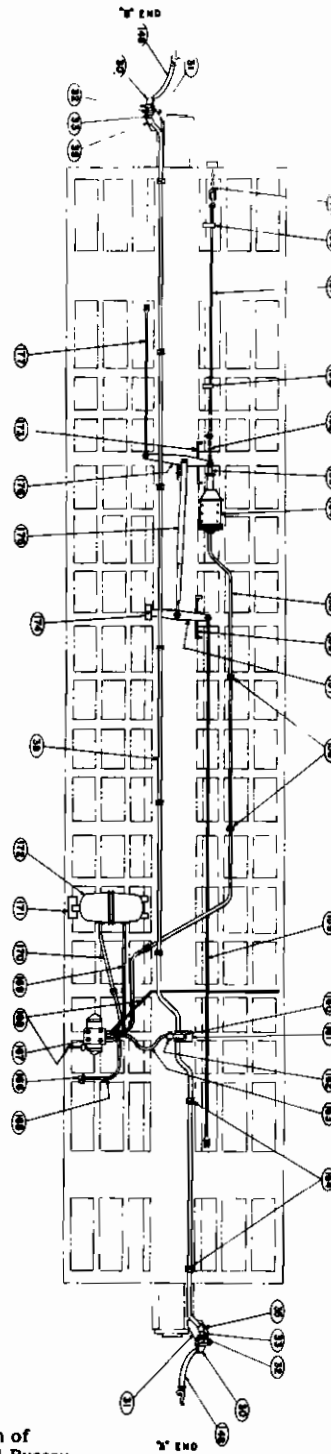
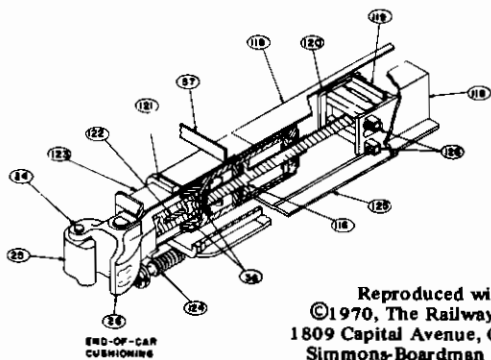
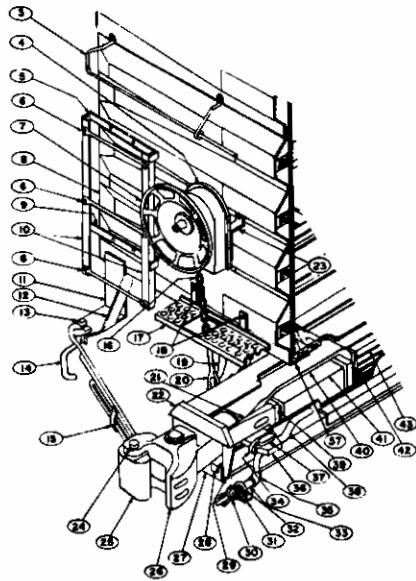
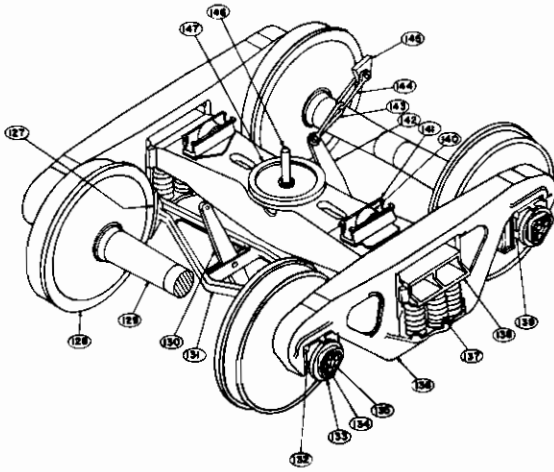
TWIN CITIES REGION

LEGEND:  
 DAKOTA DIVISION SUBDIVISION ----- D-1  
 MINNESOTA DIVISION SUBDIVISION ----- M-1  
 WISCONSIN DIVISION SUBDIVISION ----- W-1

FOR INFORMATION PURPOSES ONLY

APRIL 1964

# CAR CHART



3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle fock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Drafte key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Tand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 3/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 3/4"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 3/4"
170. Emergency reservoir pipe, 3/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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**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 engineer 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 (MP 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."

These instructions must be repeated by the engineer.

