

MINNESOTA DIVISION

R. H. NELSON—Division Superintendent, Minneapolis

G. D. ANDERSON	Asst. Supt. Transportation	Minneapolis
M. G. HEYNS	Asst. Supt. Transportation	Sioux City
J. A. HOVLAND	Asst. Supt. Roadway Maintenance	Minneapolis
L. G. FORCIEA	Asst. Supt. Administration	Minneapolis
B. HUNTER, JR.	Trainmaster-Road Foreman	Minneapolis
R. E. STROOT	Trainmaster	Minneapolis
D. L. SCHAFER	Trainmaster-Agent	St. Cloud
W. J. THOMPSON	Trainmaster-Road Foreman	Staples
M. C. BRUCE	Trainmaster-Road Foreman	Aberdeen
G. F. RISCHMUELLER	Trainmaster	Willmar
F. E. WEST	Trainmaster-Road Foreman	Willmar
K. A. LILLIE	Agent	Willmar
D. C. SPLAIN	Trainmaster-Agent	Sioux Falls
J. R. SPEALMAN	Trainmaster-Road Foreman	Sioux City
V. T. SHAW	Trainmaster-Agent	Sioux City

TWIN CITIES TERMINAL

M. L. HOLSTEEN—Terminal Superintendent, Minneapolis

K. C. SPRADLIN	Asst. Terminal Superintendent	Minneapolis
R. L. HAUBRICK	Terminal Trainmaster-Road Foreman	Minneapolis
D. J. JOHNSON	Supvr. Terminal Admin.	Minneapolis
F. S. DOLL	Terminal Trainmaster	Minneapolis
R. P. LEIN	Terminal Trainmaster	Minneapolis
J. W. LONG	Terminal Trainmaster	Minneapolis
T. L. GREWE	Terminal Trainmaster	Minneapolis
K. C. WILKOWSKI	Terminal Trainmaster	Minneapolis
R. R. PERKINS	Trainmaster-Road Foreman	Minneapolis
T. M. WAMBOLT	Terminal Trainmaster	Minneapolis

DAKOTA DIVISION

T. A. GRIFFITH—Division Superintendent, Fargo

R. E. MACKENROTH	Asst. Supt. Transportation	Fargo
D. M. WILEY	Asst. Supt. Administration	Fargo
R. R. EISENZIMMER	Asst. Supt. Roadway Maintenance	Fargo
A. L. SIMMERT	Trainmaster	Diwirth
G. C. FOX	Asst. Trainmaster	Diwirth
J. W. ELLSTROM	Trainmaster-Road Foreman	Diwirth
L. J. SHEFELBINE	Trainmaster-Road Foreman	Breckenridge
D. J. GALASSI	Trainmaster	Minot
R. R. ENGLESON	Trainmaster-Road Foreman	Minot
W. L. JENSON	Asst. Trainmaster-Agent	Minot-Gavin Yard
R. E. DUNCUM	Trainmaster-Road Foreman	Jamestown

WISCONSIN DIVISION

C. F. TYE—Division Superintendent, Minneapolis

G. A. LAVALLEY	Asst. Superintendent Transp.	Minneapolis
J. H. FRASER	Asst. Supt. Roadway Mtce.	Minneapolis
L. G. FORCIEA	Asst. Supt. Administration	Minneapolis
W. G. LONNGREN	Trainmaster-Road Foreman	Grand Forks
W. H. WASSERBURGER	Trainmaster-Road Foreman	Grand Forks
S. L. WINGAD	Trainmaster-Road Foreman	Grand Forks
A. E. MORIN	Trainmaster-Agent	Grand Forks
R. E. BRIDGEWATER	Trainmaster-Road Foreman	Superior
R. L. GRIFFIN	Trainmaster-Road Foreman	Superior
M. R. HAMILTON	Trainmaster-Road Foreman	Superior

SUPERIOR TERMINAL

R. C. LIGGETT—Terminal Superintendent, Superior

D. W. LARSON	Asst. Supt. Ore/Tac Operations	Superior
J. E. BICHANICH	Asst. Supt. Ore/Tac Mtce.	Superior
D. R. HITCH	Term. Trainmaster-Road Foreman	Superior
W. R. O'NEILL	Term. Trainmaster-Road Foreman	Superior

TRANSPORTATION DEPARTMENT

R. L. AASE—Superintendent Transportation, St. Paul

J. D. CROWLEY	Manager Train Operations	St. Paul
W. L. WATLAND	Region Chief Dispatcher	Minneapolis
W. H. DZUCK	Chief Dispatcher	Minneapolis
D. S. HILLEREN	Chief Dispatcher	Minneapolis
D. D. LOONAN	Chief Dispatcher	Minneapolis

Printed in U.S.A.

BURLINGTON NORTHERN RAILROAD CO. TWIN CITIES REGION

MINNESOTA, WISCONSIN, AND
DAKOTA DIVISIONS

TIMETABLE NO. 4

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

Sunday, April 27, 1986

Including National Railroad Passenger Corporation (NRPC) Trains

Vice President
T. R. HACKNEY

General Manager
L. E. MUELLER

Vice President
Transportation—System
J. R. GALASSI

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.
Loaded coal trains	45 MPH.
Empty coal trains	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. For purposes of this definition, each platform of multi-platform cars is considered one car.

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—

Movements on:	
Sidings	20 MPH.
Tracks other than main tracks and sidings	10 MPH.
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 3-5, BN 979019-979024 and 979026	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wedge plow or dozer (hailed in tow)	35 MPH.	25 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH.	25 MPH.
Log cars not equipped with permanent steel side stakes	30 MPH.	15 MPH.
Ribbon rail cars (loaded)	35 MPH.	25 MPH.
Clay cars, BAP 3801-4199	45 MPH.	45 MPH.
Empty bulkhead flat cars:	45 MPH.	45 MPH.
BCIT 816150-817649	GN 60680-60686	NP 68011-68023
BCOL 17000-17999	GN 160000-160744	SLSF 5200-5249
BN 615312-616999	GN 161300-161499	SLSF 5600-5646
CB&Q 92400-92799	NP 62300-62949	SLSF 5650-5657
CPI 316397-316599	NP 66100-66249	SLSF 5662-5694
CS 300-349	NP 67183-67514	SLSF 5701-5748
CS 616375-616474	NP 67550-67552	SLSF 5750-5794
FWD 644-699	NP 67595-67599	

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—

The maximum number of locomotives in a head-end consist must not exceed 10.

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 to ensure brakes release. If other placement is required, release of the brakes must be ensured.

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 locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over.

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 and, may be placed anywhere in a light consist or caboose hop:

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

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, 1782-1791, 1795-1799, 1802-1807, 1811-1812, 1816, 1819, 1822, 1829, 1831-1833, 1835-1836, 1839-1863, 1868-1875, 1877-1882, 1887-1889, 1892, 1896-1898, 1900-1901, 1903-1904, 1909, 1914-1926, 1928, 1930, 1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1993, 1995-1997.

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 if there are 18 or more powered axles in the combined helper and road locomotive.

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 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

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 524000-525299 (CBQ 160200-161499)
 BN 540000-540210

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.
B	GP9B GP-5 GP-9	600-602, 604.* 1352, 1355-1360, 1364-1365. 1723, 1725-1726, 1728-1729, 1731-1732, 1734, 1736-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821-1822, 1829, 1887-1889, 1902-1904, 1910, 1913-1918, 1920, 1922-1931, 1934-1936, 1938-1939, 1941-1942, 1944, 1946, 1951-1952, 1954-1958, 1960-1964, 1966-1967, 1969, 1971, 1980. 1991, 1993, 1995-1997.
C	SW-7 SW-12 SW-9 SW-10 NW-2	77-78, 115, 122, 132, 142. 106, 162-166, 170-220, 222-255, LSTT 105, AMTK 565. 155, 169, 262-266, 268-269. 375-394, 427-449, 574-585. LSTT 101-104.
D	NW-12 MP-15 GP-15-1 GP-10 GP-9 GP-20 GP-30 GP-39-2	1, 5, 14, 19. 1000-1004. 1375-1399. 1400-1422, 1426, 1436, 1438. 1702-1704, 1706-1707, 1709-1714, 1717, 1719-1721, 1762-1767, 1769-1770, 1773-1775, 1777, 1779, 1782-1787, 1791, 1799-1800, 1802-1804, 1807, 1831-1836, 1839-1841, 1850-1851, 1853-1854, 1858, 1860-1863, 1867-1869, 1873, 1875, 1877-1878, 1881-1883, 1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1977-1978. 2003, 2005-2006, 2008-2012, 2014, 2016, 2026, 2030-2031, 2034-2037, 2041-2042, 2044-2045, 2047-2050, 2052-2054, 2058-2060, 2062-2064, 2066-2068, 2070. 2217-2219, 2221-2227, 2229, 2232, 2234, 2236, 2241-2242, 2244-2246. 2700-2739.

Group	Model	Locomotive Numbers
E	SW-15 GP-38 GP-38-2 GP-30 GP-35 GP-38-B GP-38-2B GP-40 GP-40-2 GP-50 B-30-7A U-28-B U-30-B B-30-7 B-32-8 F-40-PH	20-65, 300-324. 2072-2077, 2110-2135, 2137-2138, 2155-2189. 2078-2109, 2150-2154, 2255-2314, 2316-2369. 2200, 2203-2207, 2210, 2212-2216, 2247, 2249-2253. 2501, 2503-2504, 2507-2509, 2511-2514, 2516-2518, 2521-2537, 2539-2545, 2550-2552, 2554-2557, 2559-2561, 2570-2572, 2576, 2579-2580, 2582. 2600*. 2601*. 3000-3013, 3015-3017, 3019-3020, 3022-3038. 3040-3064. 3100-3162. 4000-4050, 4052-4119. 5450-5451, 5453-5459. 5471-5481, 5483-5484, 5770-5780, 5782-5799. 5485-5492. 5497-5499. Amtrak 200-400.
F		None.
G	SD-9	6127-6128, 6131-6135, 6139, 6141-6143, 6145-6148, 6150-6154, 6156-6164, 6166-6168, 6170-6172, 6174, 6176-6179, 6181-6185, 6187-6200, 6202, 6204-6206, 6216-6219, 6221, 6223-6228, 6230-6237.
H	SD-9 E-9	6100-6103, 6105, 6107-6123, 6125-6126. 9900-9908, 9910-9925.
I	U-3-CB C-30-7 U-30-C U-33-C SD-38-2 SD-40 SD-40-2 SD-45 F-45 SD-40-2B SD-40-B	4500*. 5000-5135, 5137-5141, 5500-5599. 5300-5335, 5338-5362, 5364-5394, 5396-5399, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944. 5725-5765. 6260-6263. 6300-6301, 6303-6318, 6320-6324, 6335-6341, 6344-6347, 6394-6395, 6397-6399. 6325-6334, 6348-6366, 6368-6373, 6377-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181, 8300-8302. 6400, 6402-6403, 6405, 6411, 6415-6421, 6423-6425, 6428-6429, 6435-6436, 6440, 6442-6645, 6447, 6492-6527, 6530-6567, 6570-6574, 6593-6599, 6650, 6653-6656, 6659-6664, 6666-6669, 6671, 6673-6696. 6626-6645. 7500-7502* 7600*. * Cabless.

4. Restrictions On Cars—

Following equipment must be placed next ahead of caboose or at rear of cabooseless trains, except in work train or when otherwise provided by authority of chief dispatcher:

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and 979026

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

When pile drivers, cranes, derricks or similar equipment are being moved on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Such equipment must be inspected before being moved.

Spreaders and dozers being moved in trains must, when practicable, be headed in the direction train is moving, wings must be properly secured.

The conductor and engineer must be notified when such equipment is in their train.

4A. Handling 80 Feet 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 coupled to cars 50 feet or shorter 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 feet or longer loaded cars must be regarded the same as an 80 feet 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 feet 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 and Stack Intermodal Cars—

Description—Multi-Platform Cars

Cars consist of permanently connected individual platforms and are arranged in 5 and 10-platform articulated 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 637500 through 637503.

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 637107.

Description—Stack Cars

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

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

Stack cars range from 265 to 270 feet long. 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.

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

Train Operation—

When multi-platform or stack 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, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

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 Feet or Longer Cars does not apply to multi-platform or stack cars.

5. Car Weight and Length Restrictions—

- 177,000 lbs. or less must be at least 35 feet.
- 177,001 to 220,000 lbs. must be at least 38 feet.
- 220,001 to 263,000 lbs. must be at least 44 feet.
- 263,001 to 315,000 lbs. must be at least 52 feet.
- 140,000 lbs. ore car only must be at least 24 feet.
- 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. Air Repeater Operation—

When air repeater equipment is to be operated in train, it must be placed approximately in the middle of the train. Air repeater equipment is identified as follows:

Cars—BNH 3-14.

Locomotives—5450-5451, 5453-5459, 5473, 5475-5476, 5479, 5481, 5484, 5771, 5773, 5776 and 5778.

7. Dimensional and Special Shipment Restrictions—

- All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- 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 625.
- 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.
- Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- 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.
- 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	CODE	RESTRICTION APPLICABLE
ALPHA	<p>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</p> <p>Handle cautiously through yards enroute.</p> <p>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.</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 11 ft. 6 in. wide loads.</p>	GOLF	<p>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</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>
BRAVO	<p>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</p> <p>Handle cautiously through yards enroute.</p> <p>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.</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. wide loads.</p>	HOTEL	<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>
CHARLIE	<p>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</p> <p>Handle cautiously through yards enroute.</p> <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>	INDIA	<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>
DELTA	<p>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</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>	JULIET	<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>
ECHO	<p>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</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>	KILOGRAM	<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>
FOXTROT	<p>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</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>	LIMA	<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>
		MIKE	<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>
		NOVEMBER	<p>When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks.</p>
		OSCAR	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
		PAPA	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
		QUEBEC	<p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>

CODE	RESTRICTION APPLICABLE
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

8. Track Side Warning Detector—

Train Inspection—

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When condition exists where blowing snow may render track side warning detector ineffective, speed of freight train must be reduced to the extent necessary to permit inspection.

Only 200 degree fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.

If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

If overheating or defect on same equipment is detected by two successive detectors, the identified equipment must be set out of train. **EXCEPTION:** If overheating or defect detected involves a locomotive, such locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect. If track side warning detector indicates overheating on the wheel of a caboose having a generator attached to the axle, if no other mechanical defect is noted, caboose need not be set out.

Mechanical forces on duty at next terminal, connecting crew at crew change point or proper authority must be informed of condition if unable to locate defective equipment.

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to superintendent and chief dispatcher indicating date, train and location of track side warning detector which

failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, crew will inspect train in advance of such structure.

Location of track side warning detectors is shown under Individual Subdivision Special Instructions.

Track Side Warning Detector—Radio Reporter—

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

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

Train crew must monitor track side warning detector radio reports and be immediately governed by the message received.

Detector Status Message	Train Crew Response
" . . . No defects"	Proceed.
" . . . Integrity failure"	Detector out of service.
" . . . First hot box right side XXX"	Stop train; inspect near indicated axle.
" . . . First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
" . . . First hot wheel near axle XXX"	Stop train; inspect near indicated axle.
" . . . (No message or incomplete message)"	Detector out of service.

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"

XXX is the axle count from the rear of the train to the defect indicated.

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

End of message will be indicated by the words "Out" or "End of transmission".

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

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. Commodities Insulating Track in CTC and ABS—

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

11. General Code of Operating Rules—Rules changes and additions—

The following General Code of Operating Rules apply only on Burlington Northern Railroad.

Rule G—change to read:

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule Q—Add the following:

MT — Main Track(s)

Rules 2 and 3—

Employees governed by the General Code of Operating Rules are “designated employees” under Rules 2 and 3.

Rule 2—

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours and minutes must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

Rule 3—

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV time is 8-998-8463 (8-WWV Time).

Rule 6(A)—explanation of characters:

- A — Automatic Interlocking (actuated automatically by the approach of a train).
- B — General orders, notices, and circulars.
- I — Manual Interlocking (operated by a control operator).
- J — Junction.
- K — Standard clock.
- M — Railroad crossing protected by signals or gates.
- R — Train register.
- T — Turntable or wye.
- U — Railroad crossing not protected by signals or gates.
- X — Crossover.
- X(2) — Multiple crossovers.
- Y — Yard limits.

Rule 10(E)—add the following paragraphs:

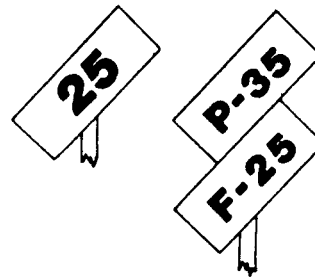
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) and Resume Speed Sign (vertical).

The “Advance Warning Sign” will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a “Resume Speed Sign” or another “Speed Sign” is displayed.

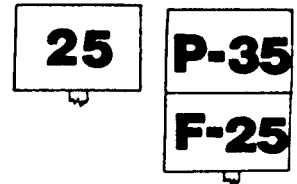
At the end of a reduced speed zone, a train or engine will be governed by a “Speed Sign” displaying a higher speed or a “Resume Speed Sign” which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.

ADVANCE WARNING SIGN



SPEED SIGN



RESUME SPEED SIGN



These signs, as illustrated, apply to train and engine movements as follows:

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

Rule 81—

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

Rule 82(A)—add as last paragraph:

At intermediate locations in CTC territory, Rule 82(A) will not apply when so authorized by train dispatcher.

Rule 93—add the following two paragraphs:

Conditional yard limits may be established for the hours and/or days specified in general order or special instructions and the limits will be identified by signs reading “CONDITIONAL YARD LIMITS”.

General order 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. If in effect 24 hours per day, time need not be specified.

Rule 103(E)—change to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

Rule 104(M)—change first paragraph to read:

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. Facing point movements over spring switches will be protected by signals or indicators where required.

Rule 104(M)—change fifth paragraph first sentence to read:

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.

Rule 153—add the following paragraph:

When using main tracks, except double track, in westward or southward timetable direction, they will be numbered consecutively from right to left beginning with Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

Rule 223, Rule 225 and Form N Train Order—Will not be used.

Form M Train Order—

The following is added to Form M train order:

(3) Line No _____ of order No _____ is ANNULLED

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

Form O Train Order and Rule 456—Will not be used; Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.


Form Y Train Order, Example (2)—Will not be used.

Rule 241—NAME is changed to: **RESTRICTED PROCEED.** INDICATION is changed to: **Proceed at restricted speed.**


Rule 248—new:

SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS


Rule 248(A)—Take Siding Indicator

Aspects	Indication
	When illuminated, proceed at restricted speed without stopping. Hand operate switch and enter siding.


Rule 248(B)—Operate Switch Indicator

Aspects	Indication
	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.

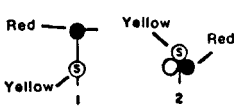
Rule 248(C)—Block Indicator

Aspects	Indication
	Block clear.

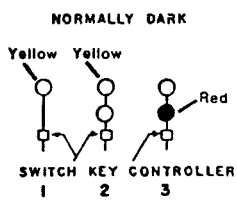
Rule 248(D)—Block Indicator

Aspects	Indication
	Block occupied.

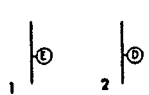
Rule 248(E)—Spring Switch Indicator

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 236.

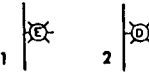
Rule 248(F)—Switch Indicator

Aspects	Indication
	<p>Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator.</p> <p>If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules.</p> <p>If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes.</p> <p>To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.</p>

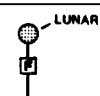
Rule 248(G)—Failed Equipment Indicator

Aspects	Indication
	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.


Rule 248(H)—Failed Equipment Indicator

Aspects	Indication
	When flashing, no failed equipment has been detected.


Rule 248(I)—Slide Fence Indicator

Aspects	Indication
	When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.

Rule 248(J)—Slide Fence Indicator

Aspects	Indication
	When flashing, slide fence has not been activated.

Rule 248(K)—Resume Speed

Aspects	Indication
	End of slide fence restriction; resume speed.

Rule 312(2)(b)—

The waiting time is 10 minutes.

Rule 312(3)—cancel second paragraph and add the following three paragraphs:

In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train or engine may then proceed on hand signal from a member of the crew at the crossing if there is no train or engine approaching on conflicting routes.

If a train or engine is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train or engine is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train or engine on the conflicting route.

Rule 319—add new paragraph following paragraph (2):

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

Rule 351—add the following two paragraphs:

When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks.

Rule 408—add the following two paragraphs:

Items 2 and 3 on the same track warrant must not be used in single track territory to authorize a second movement. Each movement must be authorized by a separate track warrant.

Where double track is separated by CTC on the same subdivision, items 2 and 3 on the same track warrant may be used to authorize a second movement.

Rules 410 and 411—modification:

When an expiration time is specified in Line 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked void, until the limits have been reported clear. Rule 410 and 411 are modified accordingly.

Rule 413—add the following paragraph:


Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

Rule 463—change first paragraph to read:


To void a track bulletin or part of a track bulletin, the train dispatcher will issue a track bulletin Form D using the following:

(a) LINE 4 OF TRACK BULLETIN NO 8 IS VOID.

Rule 463—example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D  BNSF RAILROAD

No.	Date	18
TO	AT	
	AT	
	AT	
	AT	



OK	COPIED	DISPATCHER
TIME 1:00 PM		FORM D-1

Rule 620—change to read:

620. RIDING ENGINE: When practicable, crew members on head end of freight trains must ride in control compartment of the controlling locomotive but not more than six people may ride in the control compartment. When riding the head end, the conductor will, when practicable, ride in the control compartment.

YARD SERVICE RULES

Rule Y-1. The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employees in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employees will be governed by instructions of agents or other designated employee in doing work at stations.

Rule Y-2. The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employees working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

12. Rules of the Maintenance of Way—Rules changes and additions—**Rule G—change to read:**

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule Q—Add the following:

MT — Main Track(s)

Rule 3—

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in the Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV time is 8-998-8463 (8-WWV Time).

Rule 6(A)—explanation of characters:

- A — Automatic Interlocking (actuated automatically by the approach of a train).
- B — General orders, notices, and circulars.
- I — Manual Interlocking (operated by a control operator).
- J — Junction.
- K — Standard clock.
- M — Railroad crossing protected by signals or gates.
- R — Train register.
- T — Turntable or wye.
- U — Railroad crossing not protected by signals or gates.
- X — Crossover.
- X(2) — Multiple crossovers.
- Y — Yard limits.

Rule 351—cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

Rule 408—add the following two paragraphs:

Items 2 and 3 on the same track warrant must not be used in single track territory to authorize a second movement. Each movement must be authorized by a separate track warrant.

Where double track is separated by CTC on the same subdivision, items 2 and 3 on the same track warrant may be used to authorize a second movement.

Rules 410 and 411—modification:

When an expiration time is specified in Line 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked void, until the limits have been reported clear. Rule 410 and 411 are modified accordingly.

Rule 413—add the following paragraph:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

13. Safety Rules and General Rules—Rules changes and additions—

Rule 299—last paragraph is changed to read:

When movement is being made in response to hand signals, the disappearance from view of employee giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal unless employee on leading car has control of air brakes.

Rule 336 m—added:

Turn vehicle headlights on any time the weather requires use of windshield wipers.

Rule 345—following paragraph added:

Vehicles above 10 feet in height must have height marked on outside and on dash of vehicle.

Rule 565—change to read:

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule 566—cancel.

Rule 572—changed to read:

Employees are prohibited from having firearms or other deadly weapons, including knives with a blade in excess of three inches, in their possession while on duty or on company property except those authorized to have them in the performance of their duties or those given special permission by the superintendent.

Rule 575(A)—added:

575 (A). The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident.

Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

The Company's office equipment and machines must not be used for other than Company business.

The use of Company postage for personal mail not related to Company business is prohibited. Mail not pertaining to the affairs of the Company must not be sent by train mail; to do so is forbidden by the United States postal laws.

Rule 592—changed to read:

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

Rule 597—changed to read:

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

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, employees must not ride caboose ahead of helper consist.

16. Trackman's Train Location Line-up—

In CTC or TWC territory, Individual Subdivision Special Instructions will specify if line-up must be obtained as required by Rule 35 of the Rules of the Maintenance of Way.

17. Certificate of Rules Examination—

Employees required to pass rules examination must have Certificate of Rules Examination, Form 15015, in their possession while on duty.

18. Remote Control Operation—

When operating in remote control operation with trains over 100 tons/OB and exceeding 8,000 feet in length, train speed must be reduced 10 MPH less than the maximum speed authorized when radio communication between the master and remote locomotive is interrupted (COM INT) or remote shows feed valve out (FEED VALVE OUT).

Such speed or slower speed must be maintained until communication is re-established.

19. Federal Railroad Administration Presumption of Impairment Notice—

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test

cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test." [See last paragraph for BN's policy.]

"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"A complete copy of the Federal regulations is available for your review at each Division Superintendent's office."

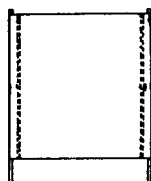
Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not BN's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenance of Way, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

20. Roadway Signs—



Yellow (Rules 10 & 10(D),
Red (Rule 10(A) or
Green (Rules 10 & 10(D))

Track Flag



Track Flag



Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



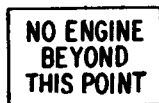
Yard Limit
Rule 93



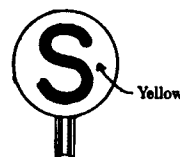
Conditional Yard Limits
Rule 93



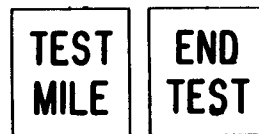
End Double Track



No Engine Beyond This Point



Spring Switch
Rule 104(M)



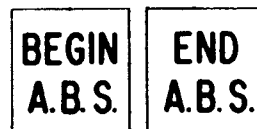
Begin Test Mile and End Test Mile



Stop
Rules 98 and 98(B)



One Mile Switch



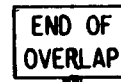
Begin and End ABS



Begin and End CTC



Signal Overlap
Rule 303



End of Overlap
Rule 303



Crossing Whistle
Rule 15(l)



Numeral, when attached,
denotes the number of
crossings less than 1,320
feet.



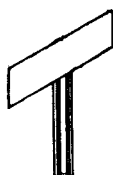
Derail
Rule 104(L)



Westward Siding or
Eastward Siding
Rule 105(A)



Fouling Point



Flanger



No Clearance



One Mile Draw Span
Rule 98

CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer Ft. Worth, Texas
Dr. Hi E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. A. C. Vogele	Aberdeen	Dr. Paul Martin	Marshall
Dr. Douglas E. Perkins	Alexandria	Dr. Paul J. Keith	Milaca
Dr. G. L. Winkler	Bemidji	Dr. Azam Ansari	Minneapolis
Dr. Roger J. Bauer	Benson	Dr. D. R. Blowers	Minneapolis
Dr. R. J. Dunnigan	Bismarck	Milbank Clinic	Milbank
Dr. R. L. Jennings	Bismarck	Dr. T. A. Langager	Minot
Dr. John H. Aga-Lake Region		Dr. R. L. Odegard	Minot
Clinic	Brainerd	Dr. Michael Haley	Mitchell, S.D.
Dr. William J. Knipp	Brainerd	Mobridge Clinic-Dr. L. M. Linde	Mobridge
Dr. Dan/Evelyn Aguila	Breckenridge	Dr. John A. Gjevre	Moorhead
Dr. G. E. Larson	Cambridge	Dr. R. A. Rossberg	Morris
Coon Rapids Clinic	Coon Rapids	Dr. Jack Guy	New London
Northwestern Clinic	Crookston	Dr. Robert H. Delano	Northwood
Dr. M. S. Nandra	Crosby	Dr. Robert Ross	Ortonville
Dr. Joseph C. Houts	Dassel	Dr. L. L. Lira-Osseo Clinic	Osseo
Dr. J. F. Knapp	Detroit Lakes	Interstate Medical Center	
Dr. E. S. Lorentzen	Detroit Lakes	Spranger-Friedrich-Ross-Sanders	Red Wing
Dr. R. Donald McBane	Devils Lake	Dr. R. H. Herseth	Roseau
Dr. Roy R. Juntunen	Duluth	Dr. Phillip Sedo-Johnson Clinic	Rugby
Dr. R. F. Hirt	Edina	Memorial Surgical Group	St. Cloud
Dr. G. J. Eash	Fargo	Dr. Vernon E. Neils	St. Cloud
Dr. D. J. Glatt	Fargo	Dr. D. M. Van Nostrand	St. Cloud
Dr. D. C. Kana	Fargo	Dr. James F. DeYinck	St. Paul
Dr. James T. Talbot	Fargo	Dr. Wm. Rupp	St. Paul
Fargo Clinic	Fargo	Dr. J. E. Brown	St. Paul
Dr. L. A. Mathison	Fergus Falls	Dr. J. W. LaFave	St. Paul
Sather Clinic	Fosston	Dr. Charles W. Hauser	St. Paul
Dr. M. W. Schefflo	Grafton	Dr. Julian F. DuBois, Jr.	Sauk Centre
Dr. W. P. Teevens	Grafton	Dr. A. L. McGilvra	Sioux Center
Dr. William T. Powers	Grand Forks	Dr. H. E. Rudersdorf	Sioux City
Dr. Daniel W. Goodwin	Grand Forks	Central Plains Clinic	Sioux Falls
North Star Clinic	Grand Rapids	Dr. R. J. LeIwica	Staples
Dr. K. R. Carter	Granite Falls	Dr. W. I. Mennis	Staples
United Clinics-Dr. Gerald T. Sailer	Hettinger	St. Croix Valley Clinic	Stillwater
Dr. Charles W. Decker-Adams		Superior Clinic	Superior
Clinic	Hibbing	East End-Mariner Clinic	Superior
Dr. John J. Muller	Hibbing	Dr. Neil A. MacDonald	Valley City
Dr. Robert W. McLean	Hillsboro	Dr. Kenneth A. Muckala	Wadena
Dr. Kenneth H. Peterson	Hutchinson	Dr. Paul J. Beithon	Wahpeton
Dr. F. H. Walter	International Falls	Dr. G. Robert Bartron	Watertown
Dr. C. B. Fabel	Jamestown	Craven-Hagan Clinic	Williston
Dr. Edwin O. Hieb	Jamestown	Dr. Michael T. Anderson	Willmar
Dr. R. R. Laraway	Jamestown	Dr. Charles M. Burns	Winnipeg
Dr. N. J. Kaluzniak	Langdon	Dr. George A. Waugh	Winnipeg
Dr. C. O. Haugen	Larimore		

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

WESTWARD

Length of Siding in Feet	Station Numbers	FIRST CLASS		Mile Post Location	Line Segment	Distance From Coon Creek	1st Subdiv MAIN LINE STATIONS					FIRST CLASS	
		1007					Office Calls	Rule 8(A)				NRPC Daily	
		NRPC Daily											
	00448	11:43PM	21.1	25	0.0	2MT	CN	COON CREEK	JX(2)	CTC	5:38AM		
	00453		26.8		5.7	DT		ANOKA	X	TWC ABS			
W4,538	00465		38.6		17.5			ELK RIVER	X				
	00475		47.0		25.9			BIG LAKE		CTC			
9,150	00482		57.5		36.4			BECKER					
MT2 6,449	00490		62.7		41.6	2MT		CLEAR LAKE		JTX(2)Y			
	00502	12:35AM	73.9		52.9			ST. CLOUD JCT.			4:50		
E7,207	00506		78.4		57.3	DT		SARTELL	XY	TWC ABS			
W6,614	00516		88.7		67.2			RICE	X				
	00523		95.2		73.8			ROYALTON	X	CTC			
	00531		103.3		81.9			GREGORY					
10,725	00533		106.0		84.7			LITTLE FALLS	T				
11,618	00538		110.8		89.1			DARLING					
11,813	00544		116.5		94.9			RANDALL					
11,878	00555		127.8		105.9			LINCOLN					
	00561		134.0		112.1	2MT		PHILBROOK		BJKRTX(2)Y			
	00567	1:40	148.0		118.4			SO	STAPLES			3:35	
	00578		159.0		129.4	DT		VERDALE	X	TWC ABS			
E6,870	00585		165.6		136.1			WADENA	X				
	00598		178.5		149.0			NEW YORK MILLS	X				
	00608		189.3		159.8			PERHAM	X				
	00619		200.4		170.9			FRAZEE	X				
W6,135	00629	2:35	210.1		180.6			DETROIT LAKES	AX			2:25	
	00632		213.1		183.6			RICHARDS SPUR	X				
	00642		222.8		193.3			LAKE PARK	X				
	00650		230.5	201.2			MANITOBA JCT.	TX					
	00653		234.4	204.9			HAWLEY	X					
	00661		242.4	212.2			WITHEROW	X					
	00668		248.8	219.5			GLYNDON	JX					
	00673	3:13AM	0.0 3.2	26	224.8	DH	DILWORTH	BKRTX(2)Y	1:37AM				

EASTWARD

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Coon Creek and Dilworth	75 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.
MP 73.0 and MP 78.6	70 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 following locations	35 MPH.	35 MPH.
Becker—Main track switches to NSP Spur		
MP 66		
Gregory—End at Double Track		
Philbrook—Two Main Track CTC		
Through equal lateral turnouts at following locations	50 MPH.	50 MPH.
Big Lake—east and west movement		
Becker—east and west movement		
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		
Clear Lake—On siding	10 MPH.	10 MPH.
On controlled sidings at Little Falls, Darling, Randall and Lincoln	25 MPH.	25 MPH.
Detroit Lakes over Lake Street and Washington Avenue crossings		50 MPH.
	Up to 100 tons/OB	Over 100 tons/OB
Detroit Lakes over Soo crossing	40 MPH.	30 MPH.
Detroit Lakes on Soo transfer	5 MPH.	5 MPH.
Head end speed restrictions for Westbound freight trains:		
Signal 104.7 between Gregory and Little Falls	40 MPH.	30 MPH.
Signal 125.1 between Randall and Lincoln	50 MPH.	
Signal 132.5 between Lincoln and Philbrook	55 MPH.	
Head end speed restrictions for Eastward freight trains:		
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.	
Signal 106.0 East end Little Falls	40 MPH.	30 MPH.
Signal 104.8 between Little Falls and Gregory	55 MPH.	
Eastward approach signal 41.2 at Elk River	55 MPH.	
Eastward approach signal 23.0 at Coon Creek	55 MPH.	
If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.		
Item 1A, All Subdivisions, applies between Little Falls and Philbrook on CTC sidings at Little Falls, Darling, Randall and Lincoln.		
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	Federal Cartridge (RH T.O.)	
Anoka	Anoka Electric (RH T.O.)	
Anoka	City Track (LH T.O.)	
Anoka	VoTech Spur	
Anoka	Howard Lumber	
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	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
New York Mills	North Elevator Track
New York Mills	South Elevator Track
New York Mills	Fertilizer 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)
Frazee	Industry Track
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 82(A)—None.

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 28.0 and MP 29.0

Eastward trains between MP 122.0 and MP 121.0

7. Sidings—Trains over 100 Tons/OB will not use sidings except may use sidings in CTC territory, Eastward siding Wadena, and MT 2 siding Clear Lake.

Staples—Trains containing 35 or more loaded 100 ton capacity cars
can use only yard tracks 1 through 8.

8. 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.

9. Little Falls—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. 2 will be used for run around track.

Little Falls to Camp Ripley Jct. is considered industrial trackage,
Rule 105 applies.

10. Staples—Eastward and westward trains will stop a sufficient dis- tance from Sixth Street crossing and Seventh Street crossing to insure crossing will not be blocked. Trains being met or passed at

Staples will stay clear of Sixth Street crossing and Seventh Street crossing, stopping if necessary, until all vehicular traffic held by preceding train has been allowed to clear crossing.

11. **Richards Spur**—Trains or engines crossing over from eastward track to westward track must wait ten (10) minutes instead of five (5) minutes as provided by Rule 317.
12. **Lake Park**—Trains or engines crossing over from westward track to eastward track must wait ten (10) minutes instead of five (5) minutes as provided by Rule 317.
13. **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. Trains entering the main track at Manitoba Jct. must obtain verbal permission from the train dispatcher through the operator at Dilworth before occupying the main track.

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

14. **Glyndon**—Trains moving from Minnesota First Subdivision to Wisconsin Eleventh 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 Eleventh 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 Eleventh Subdivision switch to the Minnesota First Subdivision and proceed.

15. **Becker**—The loop track switch is a spring switch with facing point lock. Normal position of switch is for entering loop track. There is an indicator for movements which indicates lunar when switch is properly lined for movement on tangent track and red when switch is not properly lined for movement on tangent track. Rules 104B and 104M apply.

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.

16. **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 625 that refers to notification of train dispatcher.

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

Other Track Side Warning Detectors located at—

MP 33.8..... Eastward and Westward Tracks.
 MP 43.8..... Eastward Track.
 MP 60.4..... MT 2
 MP 66.8..... MT 1
 MP 84.6..... Eastward Track.
 MP 90.7..... Westward Track.
 MP 108.5..... Main Track.
 MP 122.8..... Main Track.
 MP 174.1..... Eastward and Westward Tracks.
 MP 194.4..... Eastward Track.
 MP 203.1..... Westward Track.
 MP 226.2..... Eastward and Westward Tracks.

18. **Rollby Inspection**—Are required by train crews 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 where rollby will be made at track speed.

19. **Rule 104(B)(5)**—Does not apply unless directed by Train Dispatcher.

20. **Track Warrent Control**—In effect from end CTC Coon Creek to begin CTC Big Lake and from end CTC St. Cloud Jct. to begin CTC Gregory and from Staples to Dilworth and per MW Rule 35 train location lineup must be obtained.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Mile Jct.	2nd Subdiv MAIN LINE STATIONS		Rule 6(A)	I E A S T W A R D
						Office Calls			
		00437	9.5	217	0.0	MPLS. JCT.	IJTX	ABS	
			9.7		0.5	HARRISON ST. To Van Buren St. 0.9	IJTY		
			10.8		2.1	1ST ST. NORTH	Y	ABS	
		03002	10.8		3.1	LYNDALE JCT.	JXY	TWC	
		03004	12.4		11.7	WAYZATA	X(2)	ABS	
	10,722	03014	24.3		14.8	MAPLE PLAIN			
		03022	31.6		22.3	DELANO			
	10,291	03029	38.6		29.3	WAWERLY			
		03038	48.1		38.7	HOWARD LAKE			
	15,614	03043	53.0		43.7	COKATO			
	7,277	03050	59.4		50.0	DASSEL			
	8,547	03056	65.2		55.8	DARWIN			
		03061	70.3		60.9	LITCHFIELD			
	8,713	03067	76.4		67.1	GROVE CITY			
		03074	84.1		74.8	ATWATER			
	10,452	03080	89.2		79.9	KANDIYOH			
		03087	96.6		87.3	WM WILLMAR	BJKRTX(2)		
		03092	102.3		93.1	PENNOCK			
		03099	108.9	22	99.7	KERKHOVEN			
	8,866	03107	116.3		107.1	MURDOCK			
		03111	120.8		111.6	DE GRAFF			
		03116	125.3		116.2	BENSON	JTX(2)		
	18,443	03123	132.3		123.2	CLONTARF			
		03129	138.5		129.4	HANCOCK			
		03139	148.7		139.6	MORRIS	BJRTX		
	20,074	03148	157.6		148.4	DONNELLY			
	7,384	03156	165.7		156.6	HERMAN			
		03167	176.2		167.1	NORCROSS			
	7,174	03172	181.0		172.0	TINTAH			
		03183	192.7		183.5	ABERDEEN LINE JCT.	J		
		03186	195.6		186.3	CAMPBELL			
	13,756	03190	199.8		190.7	DORAN			
		03198	206.9		197.9	BR BRECKENRIDGE	RTX(2)		
	16,966	03204	215.0		205.8				

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

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

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

BN Radio Channel No. 4 in service for Northtown area.

Train Dispatcher Calls—Delano-50, Dassel-51, Atwater-52, Benson-53, Morris-54, Tintah-56

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.	
Lyndale Jct. and Bridge 13.9	40 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 DT through interlocking limits, or making diverging movements through switches and crossovers	10 MPH.	
	Up to 100 tons/OB	Over 100 tons/OB
MP 183.0 to MP 212.0	50 MPH.	30 MPH.
Trains or engines through No. 20 turnouts at following locations:	35 MPH.	35 MPH.
End of double track, Wayzata		
East and west crossover switches at Wayzata		
End of two main tracks at MP 98.0 and MP 105.0		
Crossover just west of stockyards at Willmar		
East switch at Breckenridge		
Trains or engines through turnouts at following locations	25 MPH.	25 MPH.
East and west siding switches at Wayzata, Delano, Howard Lake, Atwater, Kerkhoven, Morris, Donnelly and Norcross.		
East siding switch at Litchfield and Benson		
East and West crossover switch at Benson		
West siding switch at Campbell		
Trains or engines through turnouts and on sidings at following locations	10 MPH.	10 MPH.
East and west siding switches at Cokato and Dassel.		
Sidings at:		
Wayzata	25 MPH.	25 MPH.
Delano	25 MPH.	25 MPH.
Howard Lake	25 MPH.	10 MPH.
Cokato	10 MPH. not permitted	
Dassel	10 MPH. not permitted	
Litchfield	25 MPH.	10 MPH.
Atwater	25 MPH.	25 MPH.
Kerkhoven	25 MPH.	25 MPH.
Benson	25 MPH.	25 MPH.
Morris	25 MPH.	25 MPH.
Donnelly	25 MPH.	25 MPH.
Norcross	25 MPH.	25 MPH.
Campbell	25 MPH.	25 MPH.
Willmar scale lead	5 MPH.	5 MPH.
Willmar East Rip Track Switch	5 MPH.	5 MPH.
Soo Crossing 2.4 miles west of Tintah	40 MPH.	40 MPH.
Item 1A, All Subdivisions, applies between Mpls. Jct. and Lyndale Jct.		

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:

Howard Lake	Littfin Lumber Spur
Cokato	Green Giant Spur
Pennock	Midland Coop Spur

3. Train Register Exceptions—

Morris—Register for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 82(A)—

Mpls. Jct., Lyndale Jct.—Rule 82(A) does not apply.

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 crossing 2.4 miles west of Tintah.

8. **CTC**—Two main tracks between MP 98.0 and MP 105.0.

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

10. **Wayzata**—Derail placed on east end of controlled siding.

Derails placed on runaround and main track for Dakota Rail Connection.

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.

Litchfield—House track over Holcombe, Sibley and Swift Avenues.

Cokato—Green Giant Spur.

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

15. **Cokato**—Derail placed on both ends of controlled siding.

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

17. **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 625 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.

18. **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 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. 6 inches, must not be handled on the west leg of the wye between Harrison St. and Van Buren St.

19. **Rollby Inspection**—Are required by train crews 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.

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

Other Track Side Warning Detectors Located at—

MP 51.2..... Main Track
MP 161.1..... Main Track
MP 189.9..... Main Track

21. **Track Warrent Control**—In effect from Lyndale Jct. to begin CTC Wayzata.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Sioux City	3rd Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)	EAST WARD
		07104	104.6		4.8		FERRY	JTY		
							3.2			
			107.7		1.6		FLOYD	Y		
							1.6			
		07109	223.2		0.0	SX	SIoux CITY (18th Street Yard)	BJKRTY		
							8.9			
		07118	212.7		8.9		HINTON			
							1.3			
		07119	211.4		10.2		WREN TOWER	A		
							5.5			
	7,000	07125	205.9		15.7		MERRILL			
							12.5			
		07138	193.4		28.2		STRUBLE			
							13.2			
	5,595	07151	180.2		41.4	UX	SIoux CENTER			
							3.4			
	7,000	07154	176.8		44.8		AIRPORT			
							13.2			
		07168	163.6		58.0		DOON			
							5.7			
	5,198	07173	158.0		63.7		ALVORD			
							6.8			
		07180	151.1		70.5		LESTER			
							6.5			
	7,000	07187	144.7		77.0		HILLS			
							6.6			
		07194	138.1		83.6		MANLEY	A		
							10.7			
	7,277	07204	127.3		94.3	JC	GARRETSON	BJKRTY		
							3.3			
		07207	124.0		97.6		SHERMAN			
							7.7			
		07215	116.3		105.3		JASPER			
							4.6			
	6,170	07220	111.7		109.9		IHLEN			
							3.5			
		07223	108.2		113.4		SPLIT ROCK			
							3.3			
	1,695	07226	105.0	197	116.7	NE	PIPESTONE			TWC
							8.8			
		07235	96.2		125.5		HOLLAND			
							7.8			
	7,000	07243	88.3		133.3		RUTHTON			
							5.0			
		07248	83.3		138.3		FLORENCE			
							7.9			
	2,680	07256	75.5		146.2		RUSSELL			
							6.5			
		07262	69.0		152.7		LYND			
							6.4			
	7,553	07270	62.6		159.1	MD	MARSHALL	BKRY		
							5.6			
		07274	57.0		164.7		GREEN VALLEY			
							7.1			
		07281	50.0		171.8		COTTONWOOD			
							2.6			
	7,000	07283	47.4		174.4		NEW COTTONWOOD			
							3.6			
	3,070	07288	43.8		178.0		HANLEY FALLS	JRT		
							9.6			
	5,013	07297	34.2		187.6	GX	GRANITE FALLS	A		
							5.6			
		07303	28.6		193.2		ASBURY			
							3.5			
		07306	25.2		196.7		MAYNARD			
							5.9			
	7,569	07312	19.2		202.6		CLARA CITY			
							7.6			
	2,757	07320	11.6		210.2		RAYMOND			
							6.1			
		07326	5.5		216.3		PRIAM			
							5.9			
		03092	0.0		222.2	W	WILLMAR	BJKRTY		

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

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

Train Dispatcher Calls—Granite Falls-62, Marshall-63, Pipestone-64, Garretson-65, Sioux Center-67

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Freight trains over 100 Tons/OB	40 MPH.
Willmar and Sioux City	49 MPH.
Granite Falls and Marshall, MP 33.5 to MP 53.0	45 MPH.
Hanley Falls—on connection track to Minn. Valley RR and connection tracks to 15th Subdivision	5 MPH.
Head end speed restriction for eastward trains MP 32.0 and westward trains MP 34.0	30 MPH.
Alvord and Sioux Center, MP 163.0 to MP 170.1	45 MPH.
Pipestone MP 104.3 to MP 106.0 Head end speed restriction over public crossings	30 MPH.
Pipestone—on Rock Island main track and GN transfer track	5 MPH.
Merrill MP 205.9 to MP 206.5. Head end speed restriction over public grade crossing	30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Pipestone—Do not handle more than one (1) engine and two (2) cars on Rock Island main track or GN Transfer track.

Locomotives in groups H and I must not operate on following tracks:

- Ferry—Laketon scale track
- South Sioux City line from 600 feet north of switch to end of track.

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 33.110 MPH.

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

3. Train Register Exceptions—

Marshall and Garretson—Register for trains originating or terminating.

Hanley Falls, Marshall—Trains register when directed.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

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. 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 Soo 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 Soo 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.

8. Cottonwood—Crossing signals must be activated on elevator track prior to occupying crossing.

9. Sidings—Trains over 100 Tons/OB not permitted on siding at Alvord and Sioux Center.

10. Rollby Inspection—Are required by train crews 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.

11. Rule 93—Yard limits in effect between Ferry and Sioux City.

12. Track Warrent Control—In effect and per MW Rule 35 train location lineup must be obtained.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From St. Cloud Jct.	4th Subdiv MAIN LINE STATIONS			EAST WARD
						Office Calls	Rule 8(A)		
		00501	73.9		0.0			ST. CLOUD JCT. IJTX(2)Y CTC	
		00502	75.3		1.4	EA		ST. CLOUD BJKRTY	
		09070	82.0		8.3			ST. JOSEPH	
		09078	90.1		16.4			AVON	
		09084	96.3		22.5			ALBANY	
	6,513	09090	102.5		28.8			FREEPORT	
		09096	108.4		34.7			MELROSE	
		09104	116.7		43.0			SAUK CENTRE	
	6,592	09112	124.5		50.8			WEST UNION	
		09118	130.2		56.6			OSAKIS	
		09124	136.0	204	62.3			NELSON	
		09128	141.6		67.9			ALEXANDRIA	
		09136	148.1		74.4			GARFIELD	TWC
		09141	153.8		80.2			BRANDON	
		09147	159.0		85.3			EVANSVILLE	
		09155	168.0		94.2			ASHBY	
		09163	175.7		101.9			DALTON	
		09175	186.7		113.0	GS		FERGUS FALLS BKRY	
		09183	194.9		121.3			CARLISLE	
		09191	203.6		129.9			ROTHSAY	
		09198	210.3		136.7			LAWNDALE	
			219.0						
	6,734	09205	0.0		143.9			BARNESVILLE RTY	
		53707	6.9	220	151.9			BAKER	
		53714	13.6		158.5			SABIN	
		00675	21.4		166.3			MOORHEAD JCT. IJY	TWC ABS

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

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

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.

Item 1A, all subdivisions, applies between St. Cloud (MP 77.8) and Barnesville (MP 215.0)

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
Alexandria	Williams Pipe Line Spur

3. Train Register Exceptions—

Barnesville-Fergus Falls—Register for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 82(A)—None**5. Rule 99—Between Barnesville and Moorhead Jct. when flagging is required, distance will be 1.5 miles.**

Between St. Cloud Jct. and Barnesville, unless otherwise provided flagging is not required. When required to flag, distance will be 1.5 miles.

6. Speed Test Boards—Engineers shall test speed of their train passing the following points as compared with speed table—

Westward trains between MP 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.

Barnesville to Farmland industries is considered industrial trackage, Rule 105 applies.

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—Are required by train crews 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.****11. Track Warrent Control—In effect and per MW Rule 35 train location lineup must be obtained.**

WESTWARD ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From 7th Street	5th Subdiv MAIN LINE STATIONS			EASTWARD ↑	
						Office Calls	Rule 6(A)			
		00429	0.5	22	0.0	2MT	7th STREET	J	CTC	
			1.4		0.6	DT	WM WESTMINSTER ST.	JX(2)Y		
			3.2		2.4		DALE ST.	XY		
		00433	5.1		4.4		MIDWAY	BKRXY		
			7.0	216	6.3	DT			ABS	
		00435	7.0					ST. ANTHONY		IJMY
		00436	8.4				7.6	UNION YARD		BX(2)Y
		00437	9.5				8.9	MPLS. JCT.		IJTXY
			10.2		9.7		VAN BUREN ST.	IJXY	ABS	
			11.7	11.6	2MT	UNIVERSITY	JX(2)	CTC		

BN Radio Channel No. 1 in service for this Subdivision.
 BN Radio Channel No. 2 in service for yard forces Dayton's Bluff area.
 BN Radio Channel No. 3 in service for yard forces Minneapolis area.
 BN Radio Channel No. 4 in service for yard forces Northtown area.

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

7th Street and St. Anthony.....	30 MPH.
St. Anthony and Mpls. Jct.....	12 MPH.
Mpls. Jct. and University.....	25 MPH.

Park Jct. and St. Anthony on Minnesota Transfer connection over Kasota Avenue road crossing.....	11 MPH.
Through No. 20 turnouts at following locations	30 MPH.

7th Street—end of double track
 7th Street dividing switch
 7th Street turnouts to north and south mains of Seventh Subdivision

Minnesota Transfer Tracks.....	10 MPH.
--------------------------------	---------

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 DT through interlocking limits, or making diverging movements through switches and crossovers

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—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 82(A)—**

Rule 82(A) 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 6 inches, must not be handled on the West Leg of Wye between Harrison St. and Van Buren St.

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 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. **Rule 93**—Yard limits in effect between 7th Street and University. 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 Feet 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 westbound if helper of twelve (12) axle or less employed.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See items 3 and 4A, All Subdivisions.)

12. **Rollby Inspection**—Are required by train crews 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.

WEST WARD ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From White Bear Lake	6th Subdiv MAIN LINE STATIONS		Rule 6(A)	TWC ABS
						Office Calls			
		51012	10.7	214	0.0	WHITE BEAR LAKE	JRY		
						0.9			
		51011	9.8		0.9	M & D JCT.	JTY		
						5.2			
	3,875	51006	5.1		6.1	GLOSTER	RY		
						2.7			
		51003	1.9		8.8	CLAYMONT	JRY		
						2.2			
		00428	0.0		11.0	DIVISION STREET	JX	CTC	

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

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Division Street and MP 11.0 10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Locomotives in Groups G, H and I not permitted on following track—
Claymont Havre Mfg. Co.
- Train Register Exceptions—**
Claymont, Gloster and White Bear Lake—Trains register when directed.
- Clearance Provisions and Exceptions Rule 82(A)—None**
- Rule 99**—When flagging is required, distance will be 2.5 miles.
- Between Division Street and Claymont**—Ruling grade descending westward 1.9%.
Engineer on westward trains must adjust feed valve on engine to obtain 90 pounds brake pipe pressure following stop for grade crossing at Gloster.
If retaining valves are required, engineer will determine minimum number to be used.
- Gloster**—Eastward trains waiting for a meet will stay west of signal 44 at Gloster and west of Larpenteur Avenue.
To avoid unnecessary operation of crossing signals and gates at County Road B, section of track between crossing signal start signs should be occupied only when necessary.
- White Bear Lake**—Westward trains making stop at the depot must stop with engines or cars east of "Crossing Signal Restart" sign located on south side of track 100 feet east of 4th Street crossing.
Cars must not be left on siding within 300 feet of 4th Street crossing.
Westward trains picking up in New Yard will cut off far enough east of Ramaley Avenue so as not to foul the ringing section of the automatic crossing signals on that avenue.
- St. Paul Terminal Area**—Enginemen on trains, transfers and switch engines observe City ordinance 2853 quoted below: "It shall be unlawful to ring any bell on, or sound the whistle of, any railroad locomotive within the limits of the City of St. Paul, except as a warning signal against immediate threatened danger, and only upon starting an engine."

10. **Rule 93**—Yard limits in effect between Division Street and MP 5.3.
11. **Close Clearances**—Overhead bridge at CNW crossing, and tunnels under 7th Street, located 700 feet west of Division Street, will not clear man on side of car.
12. **Handling 80 Feet or Longer Cars**—
(See All Subdivisions, Item 4A.)
Between Division Street and Claymont—
Trains of greater than 3800 trailing tons must handle empty cars, 80 feet and longer, in the rear 3800 tons.
Trains of greater than 5100 trailing tons must handle loaded cars, 80 feet and longer, in the rear 5100 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.
If helper in excess of six powered axles is used at rear of train, a buffer of at least 1350 tons must be provided to separate helper at the rear of the train from the rearmost empty car 80 feet or longer.
Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See All Subdivisions, Items 3 and 4A.)
13. **Rollby Inspection**—Are required by train crews 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.
14. **Rule 104(B)(5)**—Does not apply between White Bear Lake and begin CTC Division Street unless directed by train dispatcher.
15. **Track Warrent Control**—In effect and per MW Rule 35 train location lineup must be obtained.

WESTWARD	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Division Street	7th Subdiv MAIN LINE STATIONS				FIRST CLASS	EASTWARD
			1007				Rule 6(A)				1008	
			NRPC Daily				Office Calls				NRPC Daily	
		00428		429.7	3	0.0	2MT	DIVISION STREET	JX	CTC		
				430.0				0.6				
		00429		0.0		0.6		7th STREET	JX			
		51202		1.3	25	2.1	DT	MISSISSIPPI ST.	X(2)	ABS		
		51204		2.3		2.7		SOO LINE JCT.	JXY			
		51209		6.7		7.1		UNION	XY			
		51210	11:20PM	8.3		8.6		PARK JCT.	AXY		5:50AM	
		51211		9.8		10.1		EAST MPLS	JTXY			
			11:24	11.7		12.2	2MT	UNIVERSITY	JX(2)	CTC	5:49	
		00439		12.5		13.0		35th AVE.	JX			
		00441		13.9		14.4		NJ	BJKRTX			
		00442		15.5		16.2	2MT	INTERSTATE	X(2)			
		00448	11:43PM	21.0		21.9		CN	COON CREEK		5:38AM	

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.

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

Division Street and 7th Street.....		30 MPH.
7th Street and MP 4.0.....		30 MPH.
MP 4.0 and University.....		45 MPH.
University and Northtown.....		35 MPH.
Northtown and Interstate.....	60 MPH.	45 MPH.
Interstate and Coon Creek.....	75 MPH.	
Westward passenger trains operating on Main 2 between Interstate and Coon Creek approaching Osborne Road crossing at MP 17.9 until train has occupied crossing.....	65 MPH.	
Loaded ore, clay, chrome, potash, ballast and C6 hopper grain trains - Coon Creek to Northtown.....		40 MPH.
Northtown to Division St.		30 MPH.
Through No. 20 turnouts at following locations:		
Division Street—from North Main to Q-1.....		
Mississippi St. both crossovers between Main and Main 2.....		30 MPH.
Crossover No. 807 between Main 1 and Main 2.....		
Crossover No. 801 between Main and Main 2 for movements via 5th Subdiv.....		
End DT Interstate begin CTC.....		
End DT University begin CTC ...	35 MPH.	35 MPH.
Head end speed restriction for westward freight trains:	Up to 100 tons/OB	Over 100 tons/OB
Signal 4.7 between Soo Line Jct. and Union.....		40 MPH.
Signal 5.7 between Soo Line Jct. and Union.....	35 MPH.	30 MPH.
Signal 6.7 between Union and East Mpls.....		40 MPH.
Westward Home signal Park Jct. Interlocker.....		40 MPH.
Signal 9.1 between Park Jct. and East Mpls.....		35 MPH.
Signal 10.1 between East Mpls. and University.....		40 MPH.
Head end speed restrictions for Eastbound freight trains:		
Signal 4.8 between Union and Soo Line Jct.....		35 MPH.
Signal 5.8 between Union and Soo Line Jct.....		40 MPH.
Signal 6.8 between Park Jct. and Union.....		40 MPH.
Signal 9.2 between Park Jct. and East Mpls.....		40 MPH.
Passing 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.

Conductors on eastbound and westbound trains must radio their times by St. Croix to the Northtown East Hump dispatcher.

4. Clearance Provision and Exceptions Rule 82(A)—

Division Street, 7th Street, Mississippi Street, Soo Line Jct., Park Jct., East Mpls., University, 35th Ave.—Rule 82(A) does not apply.

Division Street—All eastward trains destined east of St. Croix must obtain a clearance at Northtown from the Galesburg dispatcher and a clearance at Northtown from the Northtown Hump dispatcher.

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

6. Rule 93—Yard limits in effect between Mississippi Street and University. 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 bells 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.

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. Rule 93—Yard limits in effect for all train movements through the St. Paul Union depot. Trains or engines entering the St. Paul Union depot on the east leg of the wye at the east end of the St. Paul Union depot, must communicate with the Hump Tower train dispatcher who will obtain authority from the Soo.

10. Soo Pig's Eye Yard—

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

11. 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

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

13. Power Operated Yard Switches — Northtown Yard

Power operated yard switches in Northtown Yard numbered:

99 — east end diesel shop
 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.

14. **Rollby Inspection of Departing Trains**—Trains leaving Northtown Yard will receive a rollby inspection by Mechanical forces or train crew member to insure brakes are released. Speed must not exceed 10 MPH.
15. **Dimensional Shipment**—Conductors handling dimensional or special shipments in trains departing Northtown will advise 43rd Ave. operator of such cars and their placement in train. Operator 43rd Ave. will in turn notify train dispatcher. Notification of 43rd Ave. operator by conductor will serve to fulfill requirements of Rule 625 that refers to notification of train dispatcher.

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

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.

1. **Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
East Mpls. and MP 12.8 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 82(A)—**
M&D Jct. and East Mpls.—Rule 82(A) 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. **Rule 93**—Yard limits in effect between East Mpls. and M&D Jct. Authority to occupy the main track must be obtained from the Northtown Hump dispatcher as prescribed by Item 10 of the 5th Subdivision.
7. **Mpls. Terminal Area**—City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.
8. **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." Flashing amber light at these locations indicate signals or gates are activated.
9. **Rollby Inspection**—Are required by train crews 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.

WESTWARD	Soo Mile Post Location	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From St. Croix	9th Subdiv MAIN LINE STATIONS		FIRST CLASS	EASTWARD
			1007						1008	
			NRPC Daily						NRPC Daily	
	392.1	00409	9:40PM	410.5	3	0.0	ST. CROIX	JX	7:47AM	
	402.5	00420		422.2		11.9	NEWPORT			
	405.0					14.8	DUNN			
	406.5	00424		426.7		16.4	OAKLAND			
	407.4			427.5		17.2	ST. PAUL YARD	CTC		
	407.9	00426		428.3		17.7	DAYTONS BLUFF			
	408.8			429.1		18.6	HOFFMAN AVENUE			
	409.4		10:02PM	429.7		19.2	DIVISION STREET	JX	7:31AM	

BN Radio Channel 1 in service.

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

	Passenger	Freight
St. Croix to Division St.	70 MPH.	50 MPH.
South Main St. Croix to MP 418.2	50 MPH.	40 MPH.
St. Croix	50 MPH.	35 MPH.
Hoffman Ave. Interlocking	45 MPH.	25 MPH.
Division Street	30 MPH.	25 MPH.
Loaded unit coal trains		35 MPH.
South Main to lead tracks.....	25 MPH.	25 MPH.
St. Paul yard and through crossovers between two Main Tracks		
Newport		
Through west crossover	35 MPH.	35 MPH.
Through east crossover	25 MPH.	25 MPH.
St. Croix		
Through crossover west of St. Croix	25 MPH.	25 MPH.
Through turnout from south Main to BN south Main	35 MPH.	35 MPH.
Through crossover east of St. Croix	12 MPH.	12 MPH.
Soo Main track connection between switch from south Main to St. Croix	25 MPH.	25 MPH.

2. Bridge, Engine and Heavy Car Restrictions—None.**3. Train Register Exceptions—**Conductors on eastward and westward trains must radio their time by St. Croix to the Northtown East Hump Dispatcher.**4. Clearance Provisions and Exception Rule 82(A)—**

Eastward Soo trains will obtain BN clearance at St. Paul Yard.
Eastward NRCP trains will obtain BN clearance at Midway Station.
Eastward BN trains will obtain clearance at Northtown.
Westward Soo and NRCP train will obtain BN clearance at LaCrosse.

Westward BN trains will obtain two clearances at LaCrosse, one from train dispatcher—Galesburg and one from train dispatcher—Northtown.

Rule 82(A) does not apply at Hoffman Ave., Oakland and St. Croix. Southward Soo trains operating beyond St. Croix must obtain clearance from St. Paul Yard and southward NRCP trains will obtain Soo clearance at Midway Station.

5. Rule 99—When flagging is required distance will be 1 mile.**6. Two main track of the Soo and BN Railroads between St. Croix and Division St. are joint tracks (2MT CTC) and are designated as North Main and South Main. The two Main track CTC is controlled by BN East Hump Dispatcher at Northtown and all authority and CTC instructions are issued by and over the signature of East Hump Dispatcher.****7. Soo block and interlocking signal aspects and indications apply between Newport and Division St. on South Main and between Newport and St. Croix on North Main, except BN automatic block and interlocking signal aspect 241 applies on both mains between St. Croix and Division St. BN signal aspects apply between St. Croix and Newport on South Main and between Division St. and Newport on North Main.****8. Derailed Car Indicators—**When a derailed car indicator displays a steady white light, train must be stopped immediately and inspected. Protection as required by Rule 102 must be provided against movements on adjacent tracks until determined safe for such movement to proceed. A flashing white light indicates train is O.K.. When light is not displayed on approach of train or engine, indicator is out of service and train inspection not required.

Bi-directional car defect detector located as follows:

Soo MP 394.4 North Main..... Wayside.

WESTWARD ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Lyndale Jct.	10th Subdiv BRANCH LINE STATIONS		Office Calls	Rule 8(A)
		03004	0.0	202	0.0	LYNDALE JCT.	JRY	TWC	
		09001	1.7		1.6	M. W. JCT.	JY		
		09005	5.1		5.0	ROBBINSDALE			
	4,730	09011	11.6		11.5	OSSEO			
	5,190	09020	20.6		20.5	ROGERS			
	4,968	09027	26.9		26.7	ALBERTVILLE			
		09035	35.5		35.2	MONTICELLO			

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

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

Lyndale Jct. and Monticello.....	25 MPH.
Between absolute signals of interlocking located 0.9 miles west of Lyndale Jct.	12 MPH.
On Georgia Pacific Spur between MP 10.0 and MP 11.0 between Robbinsdale & Osseo.....	5 MPH.
Item No. 1A—All subdivisions applies	

2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5c and 5d not permitted.
Locomotives in Groups G, H and I not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 82(A)—**
9th Sub. MW Jct and Lyndale Jct.—Rule 82(A) 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—**
Soo crossing 0.9 miles west of Lyndale Jct.
Soo crossing 1.3 miles west of Robbinsdale.
7. **Rule 93—**Yard limits in effect between Lyndale and M.W. Jct. authority to occupy the Main track must be obtained from the Northtown West Hump train dispatcher as prescribed by Item 10 of the Fifth Subdivision.
8. **Between Monticello and Northern States Power Company Spur—**
Track is considered industrial track. Rule 105 applies. Maximum speed 25 MPH.
9. **Between Osseo and Monticello—**Between MP 12.0 and MP 36.0 when approaching crossings protected by gates or signals, it must be known by crews of trains and/or engines that signals are activated before proceeding over crossing. Flashing amber lights at these locations indicate signals or gates are activated.
Osseo—On Barton Lead Track—Flag protection must be provided while switching over 89th Avenue crossing.
10. **Minneapolis Terminal Area—**City ordinance of Minneapolis prohibits unnecessary use of the engine whistle.
11. **Rollby Inspection—**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.
12. **TWC—**In effect and per MW Rule 35 train location lineup must be obtained.

3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 82(A)—None.**
5. **Rule 99—**Unless otherwise provided, flag protection against following trains is not required. When required to flag, distance will be 1 mile.
6. **Rollby Inspection—**Are required by train crews 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.
7. **Track Warrent Control—**In effect and per MW Rule 35 train location lineup must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Benson	12th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	03123	0.0		0.0	BENSON	JTY
	54007	7.1		7.9	DANVERS	
	54015	15.0		15.8	HOLLOWAY	
2,412	54021	21.2		22.0	APPLETON	ABJRY
	54030	29.9		30.7	LOUISBURG	
	54036	36.4		37.1	BELLINGHAM	
	54046	45.5		46.3	NASSAU	
	54057	57.1		58.0	LA BOLT	
	54065	64.8		65.6	STOCKHOLM	
2,639	54072	72.0	200	72.8	SOUTH SHORE	
	54091	91.2		92.0	WATERTOWN	BRUY
	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	
	54161	161.0		161.9	HURON	JMTY

Between Huron and Wolsey C&NW Timetable governs.

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

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
MP 0.0 and MP 34.5 40 MPH.
MP 34.5 and MP 123.0 25 MPH.
MP 123.0 and MP 161.0 10 MPH.
Appleton between absolute signals of interlocking 20 MPH.
Watertown—within city limits 10 MPH.
Huron—Over C&NW crossing 10 MPH.
Item 1A applies between MP 35.0 and MP 60.1 and MP 72.0 and MP 161.0.
2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Groups G, H and I not permitted between Louisburg and Huron.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From St. Cloud	11th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	00502	0.0		0.0	EA ST. CLOUD BJKRTY	
	07379	9.0		10.1	ROCKVILLE	
1,420	07374	13.8		15.1	COLD SPRING	
	07370	18.3	203	19.6	RICHMOND	
	07358	29.9		31.2	PAYNESVILLE	A
	07354	35.6		35.6	HAWICK	

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

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

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
St. Cloud and Hawick 25 MPH.
Between absolute signals of Paynesville interlocking 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 on Industry Track at Paynesville

3. Train Register Exceptions—

Appleton—Trains register at depot when directed.

4. Clearance provisions and exceptions Rule 82(A)—

Appleton—Rule 82(A) does not apply except eastward trains operating between Stateline and Appleton via Soo will require Soo clearance at Aberdeen or Milbank in addition to BN clearance.

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

5. Rule 99—Between Benson and Appleton when flagging is required, distance will be 1.5 miles.

Between Appleton and Huron unless otherwise provided, flag protection is not required. When required to flag, distance will be 1.5 miles between Appleton and Bellingham and 1.0 miles between Bellingham and Huron.

6. Appleton—On Mill Track and BN-Soo Transfer track do not exceed 5 MPH.

Loaded 100 Ton cars not permitted on BN-Soo Transfer Track.

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

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

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

Maximum authorized speed on connection track and Soo 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 Soo Ortonville Subdivision and trains operating Appleton to State via Soo track must contact the Soo dispatcher and be governed by his instruction. From Appleton Depot phone 1-(612)339-3567 or 3585 or use dispatcher phone located near switch at MP 579.0 if necessary.

7. Watertown—Loaded 100 ton capacity cars not permitted on rendering plant track.**8. Huron—Movement over CNW crossing by BN trains will require gates to be lined and locked to cross CNW Track until movement is complete. Thereafter gates will be relined and locked across BN track.****9. Rollby Inspection—Are required by train crews 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.****10. Track Warrent Control—In effect and per MW Rule 35 train location lineup must be obtained.**

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Morris	13th Subdiv BRANCH LINE STATIONS		EAST WARD
						Office Calls	Rule 6(A)	
		03148	0.0	201	0.0	MORRIS	BJRTXY	
						8.2		
		54507	7.2		8.2	ALBERTA		
						6.1		
		54513	13.3		14.3	CHOKIO		
						5.9		
		54519	19.2		20.2	JOHNSON		TWC
						7.0		
		54526	26.2		27.2	GRACEVILLE		
						5.9		
		54532	32.1		33.1	BARRY		
						7.3		
		54539	39.4		40.4	BEARDSLEY		
						7.4		
		54546	46.9		47.8	BROWNS VALLEY		

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls—Morris-54

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Geneseo Jct.	14th Subdiv BRANCH LINE STATIONS		EAST WARD
						Office Calls	Rule 6(A)	
		03186	0.0	209	44.8	ABERDEEN LINE JCT.	J	
						0.6		
		54601	0.6		44.2	B. N. JCT.	J	

BETWEEN B. N. JCT AND GENESEO JCT. SOO RR TIMETABLE GOVERNS.

	54645	43.3	209	0.0	GENESEO JCT.	J	
					0.9		
	54646	43.5		0.9	GENESEO		
					5.2		
	54651	48.7		6.1	CAYUGA		
					6.1		
	54657	54.8		12.2	RUTLAND		
					9.4		
	54666	64.1		21.6	HAVANA		TWC
					6.5		
	54673	70.7		28.1	KIDDER		
					3.6		
	54677	74.2		31.7	JARRETT JCT.	JUY	
					10.7		
	54687	84.9		42.4	AMHERST		
					6.4		
	54694	91.3		48.8	CLAREMONT		
					10.8		
	54704	102.3		59.6	PUTNEY		
					17.0		
	54721	119.0		76.6	FN ABERDEEN	ABJKRTY	

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

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

Morris and Beardsley	(13th Subdivision)	25 MPH.
Beardsley and Browns Valley	(13th Subdivision)	10 MPH.
Geneseo Jct. and Geneseo	(14th Subdivision)	10 MPH.
Geneseo and Aberdeen	(14th Subdivision)	25 MPH.
Between absolute signals of interlocking Aberdeen ...		12 MPH.
Item 1A, All Subdivisions, applies.		

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Item 5c and 5d not permitted between Beardsley MP 40.0 and Browns Valley MP 46.9, 13th Subdivision.

Locomotives in Groups E, G, H and I not permitted on 13th Subdivision between Beardsley and Browns Valley.

Locomotives in Groups E, G, H and I not permitted on 14th Subdivision.

3. Train Register Exceptions—None.

4. **Clearance Provisions and Exceptions Rule 82(A)**—None
Aberdeen Line Jct.—Rule 82(A) does not apply.
 Eastward Fourteenth Subdivision trains will require Soo clearance at Aberdeen.
 Westward Fourteenth Subdivision trains will require Soo 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**—Are required by train crews 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.
7. **Track Warrent Control**—In effect on Thirteenth and Fourteenth Subdivision and per MW Rule 35 train location lineup must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Hanley Falls	15th Subdiv BRANCH LINE STATIONS		Rule 6(A)
					Office Calls		
3,070	07288	0.0		0.0		HANLEY FALLS	JRTY
	53506	6.1		6.1		6.1	
	53511	11.4	223	11.4		HAZEL RUN	
	53517	17.8		17.8		5.3	
	53526	27.1		27.1		CLARKFIELD	
	53535	36.0		36.0		6.4	
						BOYD	
						9.3	
						DAWSON	Y
						8.9	
						MADISON	Y

BN Radio Channel No. 1 in service for this Subdivision.
 Train Dispatcher Calls—Madison, Dawson, Boyd-57 or 58, Hanley Falls to Clarkfield-62

1. **Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
 Hanley Falls and Madison..... 25 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
3. **Train Register Exceptions—**
 Hanley Falls—Trains register when directed.
4. **Clearance Provisions and Exceptions Rule 82(A)**—None.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be .5 miles.
6. **Rollby Inspection**—Are required by train crews 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.
7. **Track Warrent Control**—In effect and per MW Rule 35 train location lineup must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Garretson	16th Subdiv BRANCH LINE STATIONS		Rule 6(A)
					Office Calls		
	07204	127.3	198	0.0	JC	GARRETSON	BJKRTY
	54408	135.5		8.2		8.2	
	54418	145.7		18.4		CORSON	
						10.2	
					SU	SIOUX FALLS	BJKRTUY

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

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

Train Dispatcher Calls—Garretson-65

1. **Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
 Garretson and Sioux Falls 25 MPH.
 Sioux Falls—
 Between absolute signals of interlocking 12 MPH.
 Within City Limits (MP 142.0) 12 MPH.
 Approaching 6th and 8th Street Crossings 5 MPH.
 Item No. 1A—All Subdivisions applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
3. **Train Register Exceptions—**
 Garretson—Register for trains originating or terminating.
4. **Clearance Provisions and Exceptions Rule 82(A)**—None.
5. **Rule 99**—Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1.0 miles.
6. **Automatic Interlockings not Indicated at Station—**
 CNW crossing 3.9 miles east of Sioux Falls.
7. **Rollby Inspection**—Are required by train crews 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.
8. **Track Warrent Control**—In effect and per MW Rule 35 train location lineup must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Sioux Falls	17th Subdiv BRANCH LINE STATIONS		Rule 6(A)
					Office Calls		
	54418	0.0		0.0	SU	(BN and CNW Crossings) SIOUX FALLS	BJKRTUY
	54298	1.09		1.4		1.4	
	54297	2.9	199	3.1		EAST JCT.	JY
	54281	20.6		21.2		1.7	
	54274	28.2		28.8		WEST JCT.	JY
		35.8				18.1	
	54266	325.2	224	36.4		COLTON	
	54807	334.6		43.8		7.6	
						CHESTER	
						7.6	
						WENTWORTH	
						7.4	
						MADISON	Y

BN Radio Channel No. 1 in service on this Subdivision.
 BN Radio Channel No. 2 in service for yard forces Sioux Falls area.
 Train Dispatcher Calls—Chester-65

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

Sioux Falls—approaching 6th and 8th Street crossings	5 MPH.
Sioux Falls—within city limits to MP 3.0	12 MPH.
West 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.
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 82(A)—None.****5. Rule 99—Unless otherwise provided, protection against following trains is not required. When required to flag, the distance will be 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. Sioux Falls—Normal position for main track switch at east and west junction is lined and locked for 17th Subdivision.**8. Rollby Inspection—Are required by train crews 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.****9. Track Warrent Control—In effect and per MW Rule 35 train location lineup must be obtained.**

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Beresford Jct.	19th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
		0.0		0.0	BERESFORD JCT.	JRY
			2021		8.5	
	60686	8.5		8.5	ALCESTER	TWCD
	60698	17.5		17.5	BERESFORD	Y

BN Radio Channel No. 1 in service for this Subdivision.
Train Dispatcher Calls—Alcester-68

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

MP 0.0—MP 50.5.....	(18th Subdiv)	10 MPH.
MP 50.5 and MP 66.0		25 MPH.
MP 66.0 and Sioux Falls (within City Limits)		12 MPH.
Canton Wye Tracks		10 MPH.
Beresford and Beresford Jct.....	(19th Subdiv)	10 MPH.
Industry, yard track (except Sioux Falls Yard) and sidings these subdivisions		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—

East Wye Switch, Beresford Jct., Canton—Trains register when directed.

Canton—Train register is located at North End of Wye.

4. Clearance Provisions and Exceptions Rule 82(A)—None.**5. Rule 99—Unless otherwise provided, protection against following trains is not required. When required to flag, the distance will be 1 mile.****6. Canton—North Switch on Wye track may be lined and locked for either 18th or 21st Subdiv. Target in place for 18th Subdiv.****7. Rollby Inspection—Are required by train crews 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.****8. Track Warrent Control—In effect on both Eighteenth and Nineteenth Subdivisions and per MW Rule 35 train location lineup must be obtained.**

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From East Wye Switch	18th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	60021	0.0		0.0	EAST WYE SWITCH	JRTY
					6.6	
	60607	6.6		6.6	WESTFIELD	
					5.5	
	60612	12.1		12.1	AKRON	
					12.5	
		24.9		24.6	BERESFORD JCT.	JRY
			2003		.3	
	60625	25.2		24.9	HAWARDEN	Y
					9.6	
	60635	34.5		34.5	HUDSON	
					15.2	
	60320	49.9		49.7	CANTON	JRTY
					11.4	
3,441	60308	61.3		61.1	HARRISBURG	
					8.2	
	60300	69.5		69.3	SOUTH YARD	Y
					1.2	
			199		(BN and CNW Crossings)	
	54418	0.0		70.5	SU	SIoux FALLS BJKRTUY

BN Radio Channel No. 1 in service on this Subdivision.
BN Radio Channel No. 2 for Yard Forces at Sioux Falls.
Train Dispatcher Calls—East Wye Switch-65, South Yard-68

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Sioux City	20th Subdiv BRANCH LINE STATIONS	
						Office Calls	Rule 6(A)
		60000	513.1		0.0	SIoux CITY (East Yard)	Y
		60006	519.1		6.0	NORTH SIoux CITY	Y
		60013	525.6		12.5	JEFFERSON	
		60021	533.4		20.2	EAST WYE SWITCH	JRTY
		60022	534.0		20.9	ELK POINT	Y
		60030	542.6		29.5	BURBANK	
		60035	548.3		35.2	VERMILLION	
		60041	556.8		43.7	MECKLING	
		60050	562.9		49.8	GAYVILLE	
		60063	575.1		62.0	YANKTON	
		60069	580.7		67.6	NAPA	TY
		60073	584.3		71.2	UTICA	
		60083	590.9		77.8	LESTERVILLE	
		60090	602.3		89.2	SCOTLAND	
		60097	608.9		95.8	KAYLOR	
		60104	615.9		102.8	TRIPP	
		60109	621.4		108.3	BEARDSLEY	TWC
		60116	627.9		114.8	PARKSTON	
		60121	633.4		120.3	DIMOCK	
		60127	638.5		125.4	ETHAN	
		60399	650.0		136.9	MITCHELL	JRTY
		60406	657.5		144.4	LOOMIS	
		60414	665.0		151.9	LETCHER	
		60427	678.2		165.1	WOONSOCKET	
		60437	687.9		174.8	ALPENA	
		60445	696.1		183.0	VIRGIL	
		60454	704.6		191.5	WOLSEY (C&NW CROSSING)	AJR
		60466	717.0		203.9	BONILLA	
		60477	727.7		214.6	TULARE	
4,552		60487	737.8		224.7	REDFIELD	
		60495	746.0		232.9	ASHTON	
		60506	757.0		243.9	MELLETTTE	
		60512	762.8		249.7	DUXBURY	
		60518	768.7		255.6	WARNER	
		54721	778.6		265.5	ABERDEEN YARD	BJKRTY

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

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Canton	21st Subdiv BRANCH LINE STATIONS	
						Office Calls	Rule 6(A)
		60320	294.7		0.0	CANTON	JRTY
		60328	303.7		9.0	WORTHING	
		60336	310.5		15.8	LENNOX	
		60341	315.4		20.7	CHANCELLOR	
		60349	323.2		28.5	PARKER	
		60355	329.7		35.0	MARION	
		60369	337.6		42.9	DOLTON	
		60370	344.7		50.0	BRIDGEWATER	
		60377	351.7	2002	57.0	EMERY	TWC
		60386	360.6		65.9	ALEXANDRIA	
		60399	373.9		79.1	MITCHELL	JRTY
		60144	379.9		85.1	BETTS	
		60150	385.7		90.9	MT. VERNON	
		60161	397.0		102.2	PLANKINTON	
		60172	408.4		113.6	WHITE LAKE	
		60184	420.9		126.1	KIMBALL	
		60196	432.5		137.7	PUKWANA	
		60204	440.5		145.7	CHAMBERLAIN	Y

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls—Marion-68, Mitchell-69, White Lake-70

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Sioux City and Aberdeen Yard..... (20th Subdiv) 25 MPH.
Between absolute signals of interlockings
Wolsey MP 704.6 12 MPH.
Canton Wye tracks (21st Subdiv) 10 MPH.
Canton and Mitchell MP 322.0 to MP 373.0 25 MPH.
Mitchell and Chamberlain 10 MPH.
Industry and yard tracks on these
subdivisions 5 MPH.
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
On Twentieth Subdivision Items 5c and 5d not permitted between
Mitchell and Chamberlain.
Locomotives in Groups G, H and I not permitted on 21st
Subdivision.
Locomotives in Groups G, H and I are permitted on the main track
only on 20th Subdivision.
Locomotives in Groups G, H and I on 20th Subdivision—Do not
exceed 10 MPH over bridges T252 (MP 519.0), T368 (MP 571.0),
T454 (MP 639.8), T468 (MP 649.5) and D70 (MP 766.9).
- Train Register Exceptions—**
East Wye Switch, Wolsey and Canton—Trains register when
directed.
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99—**Unless otherwise provided, protection against following
trains is not required. When required to flag, distance will be 1 mile.
- Trackage located between Chamberlain and Oacoma (Oacoma is
located 5 miles west of Chamberlain) is considered industrial track-
age. Rule 105 applies.

- 7. Between Huron and Wolsey**—Current CNW Timetable governs. Maximum speed on BN/CNW Connection track at Wolsey is 10 MPH.
- 8. Rollby Inspection**—Are required by train crews 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.
- 9. Track Warrent Control**—In effect on both Twentieth and Twenty-First Subdivision and per MW Rule 35 train location lineup must be obtained.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Stateline	22nd Subdiv MAIN LINE STATIONS		EAST WARD
						Office Calls	Rule 6(A)	
BETWEEN APPLETON, MP 578.81 AND STATELINE MP 600.7 SOO RR TIMETABLE GOVERNS.								
		08201	600.7	2004	0.0	STATELINE		CTC
		08202	602.2		1.5	BIG STONE		
15,087	08211	611.1	10.4		B	MILBANK	JT	
10,559	08233	633.2	32.5			SUMMIT	T	
8,470	08257	657.2	56.5			WEBSTER		
12,142	08268	668.5	67.8		BRISTOL	T		
9,302	08278	678.1	81.4	2005	81.4	ANDOVER		TWC ABS
11,939	08288	687.9	91.2		GROTON			
	08302	702.3	105.6		GREBNER			
		706.2	109.5		(BN & CNW CROSSING)	AY		
	54721	707.0	110.3		RN	ABERDEEN	BKRY	
		707.4	110.7			ABERDEEN YARD	JTY	
9,446	08320	720.1	123.4			MINA		
	08328	728.2	131.5			CRAVEN		
	08333	733.3	136.6			IPSWICH		
7,834	08341	741.6	144.9			BEEBE		
	08349	748.6	151.9		ROSCOE			
7,758	08357	757.2	160.5		GRETN		CTC	
7,429	08370	770.9	174.2		ALAMO			
	08377	776.6	179.9		JAVA JCT.			
7,673	08384	784.2	187.5		SELBY			
7,970	08396	796.3	199.6		GLENHAM			
9,300	08405	806.0	209.3		MB	MOBRIDGE	T	

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

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-95, Webster-96, Aberdeen-71,
 Bowdle-97, Mobridge-98

Aberdeen Control Operator Calls—Summit-79, Webster-94, Aberdeen-91,
 Bowdle-92, Mobridge-82

- Speed Restrictions—Zone—Between**

	Maximum Speeds Permitted
Stateline and Mobridge	40 MPH.
Through all sidings and turnouts	10 MPH.
Aberdeen—Between MP 706.3 and MP 709.3	20 MPH.
Aberdeen, over Main and Kline St. crossings 3rd and 6th Street	10 MPH.
Aberdeen industry tracks on east and west legs of wye Bristol—on west house track between house track switch and depot	5 MPH.

Item 1A, All Subdivisions, applies between Stateline (MP 600.7) and Webster (MP 657.5), between Webster (MP 666.5) and Aberdeen (MP 706.3) and between Aberdeen (MP 709.9 and Mobridge (MP 806.0)
- Bridge, Engine and Heavy Car Restrictions—**

Item 5d not permitted.

Freight trains over 100 tons/OB 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, Mina, Beebe, Selby, Mobridge and Plant Loop-Big Stone.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—**

Mobridge—Rule 82(A) does not apply for through trains.

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

Westward trains operating between Appleton and Stateline via Soo will require Soo clearance at Willmar in addition to BN clearance.
- Rule 99**—When flagging is required, distance will be 1 mile.
- Between Stateline and Mobridge**—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
 - Mobridge Yard — West end
- 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: Pushbuttons for manual control of the traffic signals are located on masts of the indicators. When indicator displays red after a train has approached to within 50 feet of the crossing a member of the crew must operate the button. If indicator continues to display red, movement must be made as per Rule 103.
- Rollby Inspection**—Are required by train crews 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.
- Rule 104(B)(5)**—Does not apply between end CTC Milbank and BN and CNW crossing Aberdeen unless directed by train dispatcher.
- Track Warrent Control**—In effect between end CTC Milbank and BN and CNW crossing Aberdeen and per MW Rule 35 train location lineup must be obtained.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Ferry	23rd Subdiv BRANCH LINE STATIONS		EAST WARD
						Office Calls	Rule 6(A)	
		07104	0.0		0.0	FERRY	JTY	
		80001	1.5		1.5	BING	Y	
		80012	11.7		11.7	WILLIS		
		80019	19.3		19.3	WATERBURY		
		80026	26.2		26.2	ALLEN		
		80035	35.2		35.2	DIXON		
		80040	40.2		40.2	LAUREL		
		80047	46.5		46.5	BELDEN		
		80055	54.6	145	54.6	RANDOLPH	TWC	
		80061	60.8		60.8	McLEAN		
		80068	68.3		68.2	OSMOND		
		80078	78.1		78.1	PLAINVIEW		
		80083	83.1		83.1	COPENHAGEN		
		80088	87.8		87.8	BRUNSWICK		
		80102	101.6		101.6	ORCHARD		
		80112	111.9		111.9	PAGE		
		80124	124.4		124.4	OA O'NEILL	TY	

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

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

MP 0.5 to MP 124.4 25 MPH.

Item 1A, All Subdivisions, applies between Ferry (MP 0.0) and Osmond (MP 68.0)

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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.

Between Ferry and O'Neill—Whenever train exceeds 2000 tons, empties must not be handled ahead of loads. Visual inspection of track from rear of train must be made no less than once per mile.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

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

6. Rollby Inspection—Are required by train crews 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.

7. Track Warrent Control—In effect and per MW Rule 35 train location lineup must be obtained.

RADIO INFORMATION

MINNESOTA DIVISION

Base Stations	Channel	Hours in Operation
Northtown Disprs. Ofc.	1	Continuous
Daytons Bluff	1	Continuous
	4 for yard forces in St. Paul	Continuous
Midway	1	Continuous
	4 for yard forces in St. Paul	Continuous
35th Avenue	1	Continuous
	4 for yard forces in Northtown	Continuous
Northtown	1	Continuous
	4 for yard forces in Northtown	Continuous
Coon Creek	1	Continuous
Elk River	1	Continuous
St. Cloud	1	Continuous
	2 for yard forces	Continuous
Staples	1	Continuous
Wadena	1	Continuous
Detroit Lakes	1	Continuous
Dilworth	1&2 for yard	Continuous
Willmar	1&2 for yard	Continuous
Breckenridge	1	Continuous
Fergus Falls	1	7:30 am-11:30 pm Daily
Barnesville	1	8:00 am-4:00 pm Mon. thru Fri.
Granite Falls	1	Continuous
Marshall	1	Continuous
Pipestone	1	Continuous
Garretson	1	Continuous
Sioux Center	1	Continuous
Sioux City	1	Continuous
Sioux City	2 for yard forces	Continuous
Appleton	1	8:00 am-5:00 pm Mon. thru Fri.
Watertown	1	Continuous
Willow Lake	1	Unattended
Sumit	1	Continuous
Aberdeen	1	Continuous
Mobridge	1	Continuous
Sioux Falls	1&2 for yard forces	Continuous

TRAIN DISPATCHERS PHONE NUMBERS

Company	Chief Dispatcher	Commercial
8-782-3415	W. H. Dzuck D. S. Hilleren D. D. Loonan	(612) 782-3415
	Subdivisions	
	Trick Dispatcher	
8-782-3402	1st and 10th.	(612) 782-3402
8-782-3403	2nd, 4th, 11th, 13th and 14th.	(612) 782-3403
8-782-3404	3rd, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd and 23rd.	(612) 782-3404
8-782-3401	Hump Dispatcher West	(612) 782-3401
8-782-3410	Hump Dispatcher East	(612) 782-3410
8-782-3408	6th.	(612) 782-3408

LINE SEGMENT NUMBERS

TWIN CITIES TERMINAL LINE SEGMENTS

Line Segment	Minneapolis	Limits
213	Northtown Yard	1st Street N.—14th Avenue N.
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	
540	St. Paul Midway Yard	Raymond Avenue—Lexington Avenue
541		
542	Dale Street Shop Yard	Lexington Avenue—Como Avenue
543	Como Yard	Como Avenue—Rice Street
544	Jackson Street Shop Yard	Rice Street—Jackson Street
545	Mississippi Street WFE Yard	Jackson Street—Mississippi Street
546	Daytons Bluff Yard	Oakland Tower—Mississippi Street, Maryland Street, Gloster
547	Stillwater (Minnesota) Yard	Stillwater

OTHER YARD LINE SEGMENTS

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

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

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

For Line Segment purposes ONLY, the following in effect:

MP 676 A equals 677

MP 676 B equals 678

MP 676 C equals 679

MP 676 D equals 680

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

BALLAST PITS

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

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
32	Barnville Jct.—Farmland	2.1 to 5.4
207	Little Falls—Camp Ripley Jct.	105.3 to 112.6
2004	Appleton Soo Connection Track	577.95 to 578.81 on Soo

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	
1st Subdivision				6th Subdivision				
On Westward Track				51008 Maplewood	2.0 west of Gloster	26	East	
Minnesota Sawdust Spur				7th Subdivision				
Remmele Engineering				On Westward Track				
00503 Sauk Rapids	1.7 west of St. Cloud	25	West	Northern States Power Co.				
52503 Crestliner, Inc.	1.9 west of Little Falls	8		Spur				
52504 Hennepin Paper Spur	3.3 west of Little Falls	25	East	Kinas Spur				
52506 Belle Prairie	5.6 west of Little Falls	5	East	9th Subdivision				
52509 Camp Ripley	7.8 west of Little Falls	105	Both	Curry				
00574 Aldrich	7.0 west of Staples	25	West	St. Paul Park				
00636 Audubon	4.1 west of			Red Rock				
	Richards Spur	50	West	Chemolite				
00641 Labelle	1.2 east of Lake Park	5	East	10th Subdivision				
55005 Hitterdal	5.0 west of Manitoba Jct.	23	Both	09007 Crystal Lumber Co. Spur ...	1.5 west of Robbinsdale	2	West	
55012 Ulen	11.9 west of Manitoba Jct.	47	Both	09009 Midway Platt Co. Spur	2.5 east of Osseo	11	East	
	Offutt & Son Potato Spur ...			0.4 west of Glyndon	19	West	09010 Osseo Concrete Co. Spur	1.5 east of Osseo
On Eastward Track				09013 North Star Concrete Co.				
00632 Richards Spur	3.5 west of Detroit Lakes ..	100	West	09018 Hennepin Coop Feed	0.9 west of Osseo	14	West	
00486 Hayes Spur	2.6 east of Clear Lake	9	East	Exchange Spur				
	NSP Spur			5.5 east of Clear Lake	Yard	East	09021 K&K Mfg. Co. Spur	2.0 east of Rogers
00485 Edling Spur	4.3 east of Clear Lake	10	East	09022 Rogers Hdwe. & Lbr. Co ...	0.1 west of Rogers	7	West	
00464 REA Spur*	0.8 east of Elk River	30	East	09038 Northern States Power Co.	0.3 west of Rogers	7	East	
00459 Pyrofax Gas Corp. Spur	5.8 east of Elk River	3	East		Spur	3.0 west of Monticello	20	East
00457 Char Gale Mfg. Co. Spur	(Tech. Education Center)	7.8 east of Elk River	15	East	11th Subdivision			
					00456 L. H. Bolduc Co. Inc.	8.8 east of Elk River	15	East
2nd Subdivision				07385 Liberty Spur	3.1 west of St. Cloud	82	East	
03018 Long Lake	3.1 west of Wayzata	16	West	07383 Cold Spring Granite Spur ...	5.7 west of St. Cloud	10	East	
03036 Montrose	6.7 west of Delano	5	East	07354 Moorman Mfg. Co.	4.9 west of Paynesville	14	West	
07265 Co-op Spur	1.7 west of Murdock	16	West	12th Subdivision				
	Charlesville			6.4 west of Norcross	16	Both	54051 Albee	5.4 west of Nassau
3rd Subdivision				54082 Hallet Construction Spur ...	8.4 west of South Shore	20	West	
07268 Read-Mix and Oil Spur	0.5 east of Marshall	6	West	54085 Rauville	13.2 west of South Shore ...	34	Both	
07267 Appleton Silo Co. Spur	0.7 east of Marshall	5	West	14th Subdivision				
07265 Lyon Farm Center Inc.	1.5 east of Marshall	6	West	54639 Lidgerwood	5.4 east of Geneseo Jct.	175	East	
07250 Southwestern Minnesota	Dairy Ass'n Spur	12	East	54622 Hankinson	17.6 east of Geneseo Jct.	125	East	
				54677 Britton	5.0 east of Jarrett Jct.		East	
07224 Jasper Grain Track	4.1 east of Ihlen	54	Both	54699 Newark	5.8 west of Jarrett Jct.			
07159 Perkins	8.9 east of Doon	18	West	Huffton	5.3 west of Claremont	20	Both	
07132 Sioux Preme Packing Co.	3.2 east of Sioux Center	6	East	16th Subdivision				
	West Le Mars Feed and			54408 Corson Grain Track	8.2 west of Garretson	41	Both	
07132 Northwest Iowa Farm	7.1 east of Struble	6	East	54409 Pathfinder Spur	4.2 west of Corson	28	West	
	Bureau Service Co.			54414 Lawrence Spur	6.0 west of Corson	45	West	
4th Subdivision				17th Subdivision				
09072 Collegeville	2.7 west of St. Joseph	6	West	54293 Crooks	6.1 west of West Jct.	14	Both	
09094 Kraft Foods	0.7 east of Depot Melrose	12	East	54287 Lyons	11.9 west of West Jct.	15	Both	
09173 Midland Coop. Ind.	1.3 east of Fergus Falls	6	West	22nd Subdivision				
09177 Great Plains Natural Gas	Co. Spur	8	West	08128 Twin Brooks	7.2 west of Milbank	4	East	
				08241 Ortley	8.0 west of Summit	25	West	
Asylum Spur	1.2 west of Depot Fergus	8	West	08246 Waubay	13.4 west of Summit	45	Both	
	Falls			6.4 west of Webster	42	West		
Farmland Industry Spur	1.3 west of Depot Fergus	69	West	08299 Bath	11.1 west of Groton	19	Both	
	Falls			08330 Sun Products	2.1 west of Craven	80	Both	
09205 Barnesville Farmers Elevator	4.8 west of Barnesville	12	Both	08364 Bowdle	6.7 west of Gretna	44	Both	
53704 Gary L. Smith Potato Whse.	2.5 east of Baker	8	East	08392 Sitka	8.0 west of Selby	46	East	
53705 Butenhoff and Hanson	2.0 east of Baker	18	East	23rd Subdivision				
	Potato Warehouse			Tri-County Co-op	0.5 west of Laurel	6	West	
53706 Chester Possehl Potato	Warehouse Spur	8	East	80074 Breslau	5.4 west of Osmond	3	West	
				53717 Agsco Inc. Spur	0.4 east of Depot Baker			
53220 Fargo-Moorhead Asphalt Co.	3.5 west of Depot Sabin	9	East					
53253 Fergus Dairy Co-op	0.7 east of Moorhead Jct.	7	West					
53253 Fergus Foundry Spur	0.8 west of Fergus Falls	17	West					
53258 French	0.9 west of Fergus Falls	15	West					
Midland Coop Spur	6.4 west of Fergus Falls	13	West					
	6.3 west of Fergus Falls							
53263 Foxhome	12.3 west of Fergus Falls ...	35	Both					

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Boylston	1st Subdiv MAIN LINE STATIONS		Rule 6(A)	EAST WARD
						Office Calls			
		05013	13.3		0.0	BOYLSTON	JTY		
	6,118	06112	24.5		11.3	11.3 FOXBORO			
	7,129	06100	36.6		23.3	12.0 NICKERSON			
	5,690	06088	48.9		35.5	12.2 BRUNO			
	6,957	06080	57.2		43.9	8.4 ASKOV			
	7,685	06074	63.1		49.8	5.9 SANDSTONE			
	7,417	06065	71.9		58.5	8.7 HINCKLEY	ABJRY		
	8,553	06057	80.1	28	66.8	8.3 BROOK PARK			
			80.7		66.9	0.1 MORA JCT.			TWC ABS
	5,557	06046	91.3		78.0	11.1 GRASSTON			
		06040	96.6		83.3	5.3 BRAHAM			
	5,400	06029	107.4		94.1	10.8 CAMBRIDGE			
	4,958	06018	119.0		105.8	11.7 BETHEL			
	9,000	06006	131.0		117.7	11.9 ANDOVER			
		00448	136.9		123.6	5.9 COON CREEK	J		

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls—Nickerson-85, Hinckley-86, Cambridge-87

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Boylston and East End Bridge 14.2	40 MPH.
East End Bridge 14.2 to MP 15.5	25 MPH.
MP 15.5 and MP 24.5	40 MPH.
MP 24.5 and MP 61.6	50 MPH.
MP 61.6 and MP 62.9 (Sandstone)	45 MPH.
MP 62.9 and MP 72.0	50 MPH.
MP 72.0 and MP 72.3 (Hinckley)	40 MPH.
MP 72.3 and Coon Creek	50 MPH.

Boylston and Coon Creek—Train exceeding 100 tons/ OB and loaded taconite and ore trains handling 99000 to 99799 series cars	35 MPH.
Other loaded taconite and ore trains	30 MPH.
Through No. 20 turnouts at:	35 MPH.

Boylston crossover
Askov
Hinckley
Mora Jct. and Brook Park siding
Grasston
Cambridge
Bethel
Coon Creek Jct. and crossover

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—

Hinckley—Register for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

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(M).

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 request dispatcher to line route.

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

9. Track Side Warning Detectors protecting Bridges, Tunnels or other Structures—

MP 16.8 for Eastward movement over Bridge 15.4

MP 18.3

MP 61.1 for Westward movement over Bridge 62.4

Other Track Side Warning Detector Locations—None.

10. Rule 104(B)(5)—Does not apply unless directed by Train Dispatcher.

11. Track Warrent Control—In effect and per MW Rule 35 train location lineup must be obtained.

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

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

Train Dispatcher Calls—Hinckley-86

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.
Pine City siding	10 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	30 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—

Hinckley—Register for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

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 request dispatcher to line route.

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. **Rollby Inspection**—Train crews must make inspection at speeds not exceeding 10 MPH at their initial terminal.
8. **Sidings**—Train exceeding 100 tons/OB are restricted from using sidings at North Branch and Pine City.
9. **Rule 104(B)(5)**—Does not apply unless directed by train dispatcher.
10. **Track Warrent Control**—In effect and per MW Rule 35 train location lineup must be obtained.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Allouez	3rd Subdiv MAIN LINE STATIONS		Office Calls	Rule 8(A)
						DT	DT		
		52004	6.0		0.0			ALLOUEZ	BIRTTY
			7.9		1.9			KOPPERS SPUR	Y
			8.7		2.9			BRIDGE (1.3)	Y
		05010	10.3		4.2			SAUNDERS	IJRXY

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

4. **Clearance Provisions and Exceptions Rule 82(A)—**

Allouez—Rule 82(A) does not apply.

Saunders—Rule 82(A) does not apply to eastward trains.

5. **Rule 99**—Not required as main track between Allouez and Saunders is Yard Limits.

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.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Carlton	4th Subdiv MAIN LINE STATIONS		Office Calls	Rule 8(A)
						27	27		
	6,729	05033	28.0		0.0			CARLTON	J
								16.1	
	6,387	52138	44.0		16.1			CORONA	
		52143	49.5		21.6			CROMWELL	
	9,000	52147	53.8		25.4			WOODBURY	
	5,994	52165	71.0		43.0			MCGREGOR	
	6,503	52173	79.6		51.7			KIMBERLY	
	5,698	52185	91.5		63.6			AITKIN	
		52195	101.9		73.9			DEERWOOD	
	9,000	52205	111.5		83.5			LOERCH	
	5,840	52212	118.7		90.7			BRainerd	BKT
		52217	122.9		94.9			BAXTER	
	6,310	52226	132.1		104.1			PILLAGER	
	6,404	52235	140.8		112.8			MOTLEY	
		00567	147.8		120.1			STAPLES	BJKRTXY

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls—Carlton-84, McGregor-89, Brainerd-90

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

Carlton and Staples 49 MPH.
Through No. 20 turnout at Carlton Jct. 35 MPH.
Brainerd—Over public crossings 10 MPH.
Aitkin—Over Highway 169 crossing with engine or leading car—eastward trains 40 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—None.**

4. **Clearance Provisions and Exceptions Rule 82(A)—None.**

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

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

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

More than one 4-Axle Truck Locomotive or Locomotives with 6-Axle Trucks are prohibited on Burns Box Factory Spur and Hole Track.

8. **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.

9. **Staples**—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.

10. **Track between Deerwood and Ironton is considered industrial track.** Rule 105 applies.

11. Line segment No. 253 to include the Mine Spurs of Ironton, Cuyuna, Manganese, Riverton, Trommald and Ironton Main Line is designated as excepted track and the following restrictions apply:

- (1) No trains shall be operated at speeds in excess of 10 MPH.
- (2) No revenue passenger trains shall be operated.
- (3) No freight train shall be operated that contains more than five (5) cars required to be placarded by the Hazardous Material Regulations (49 CFR Part 172).

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

Loading dock tracks 1, 3, and 4.
Pulp tracks 1 and 2.
North coating tracks 1 and 2.

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

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

Other Track Side Warning Detectors located at:
MP 51.2
MP 88.1

15. **Track Warrent Control**—In effect and per MW Rule 35 train location lineup must be obtained.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Duluth	5th Subdiv MAIN LINE STATIONS		
						Office Calls	Rule 6(A)	
		05001	152.1 150.1	214	0.0		DULUTH	KY
			1.6	505	1.0	DT	1.0	
							RICES POINT	BRY
		51975	1.3		4.5		3.5	
				234	5.2	DT	BERWIND JCT.	JY
			2.0				0.7	
							GRASSY POINT DRAW	IY
			3.5		6.7		1.5	
				27	6.9		LST & T JCT.	JUY
		05004	4.6				0.2	
							SUPERIOR To Central Ave. 4.2	Y
			7.1				2.5	
			7.6		9.4		28TH STREET YARD	BKRY
		05008	8.8	28	11.1	2MT	0.5	
							54TH ST.	IY
			9.4				1.2	
							CENTRAL AVE	IJXY
		05010	10.3		11.7		0.6	
			13.3	30	16.2	DT	M&J JCT.	JY
		05013	13.3				1.4	
		05019	19.1				SAUNDERS	IJX(2)Y
		05023	22.7				3.1	
		05033	35.2		25.9		BOYLSTON	JTX(2)Y
		05039	41.1		35.8		5.8	
7,869		50.0			41.8		DEWEY	X
10,480	05055	57.7			50.7		3.9	
9,345	05063	65.6			58.3		STATE LINE	X(2)
9,785	05073	75.6			66.1		9.9	
9,216	05079	82.2			76.1		CARLTON	JY
9,893	05090	92.1			82.7		6.0	
9,917	05099	101.0			92.6		CLOQUET	
7,036	05106	108.4			101.6		8.9	
	05109	112.1			109.1		7.6	
					112.1		DRACO	
6,225	05115	117.0			117.1		7.8	
6,950	05124	125.7			125.9		BROOKSTON	J
3,705	05131	132.8			133.0		7.8	
3,662	05144	145.8			145.9		PAUPORES	
6,228	05151	152.9			153.5		10.0	
	05153	155.4			155.5		FLOODWOOD	
	05163	165.2			165.0		6.6	
							ISLAND	
							9.9	
							SWAN RIVER	
							9.0	
							PHILBIN	
							7.5	
							GUNN	JT
							3.0	
							GRAND RAPIDS	RY
							5.0	
							COHASSET	T
							8.8	
							DEER RIVER	
							7.1	
							BALL CLUB	
							12.9	
							BENA	
							7.6	
							SCHLEY	
							2.0	
							SOO JCT.	J
							9.5	
							CASS LAKE	BKRT

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

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

Duluth and MP 5.3	12 MPH.
Grassy Point Draw Bridge and Berwind Jct.	12 MPH.
Superior—Between Central Avenue and LST&T Jct.	20 MPH.
MP 7.0 and Central Ave. on freight mains	40 MPH.
Central Avenue and Boylston	50 MPH.
Boylston and MP 70.2	40 MPH.
Through Cloquet	30 MPH.
MP 70.2 and Gunn	50 MPH.
Brookston—on siding	30 MPH.
Gunn and Cass Lake	49 MPH.
Through Grand Rapids	12 MPH.
Cass Lake and Superior—Trains exceeding 100 tons/ OB and loaded taconite and ore trains handling 99000 to 99799 series cars	35 MPH.
Other loaded taconite and ore trains	30 MPH.
Carlton and Superior handling pulpwood	30 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
Draco	
Brookston	
Paupores	
Floodwood	
Island	
Philbin	
Swan River	
Carlton—End D.T. and 4th Sub. switch	
Trains or engines through No. 15 turnouts at following locations	25 MPH.
Boylston 1st Sub. Jct. switch	
Central Avenue crossover	
Saunders	

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—

Grand Rapids—Register for trains originating or terminating.

Cass Lake—Soo trains register when directed by train dispatcher.

4. Clearance Provisions and Exceptions Rule 82(A)—

Duluth, Brookston, Gunn, Carlton, Garfield Avenue, Berwind Jct., Grass Point Draw, LST&T Jct., Central Ave. and 28th St. yard.—Rule 82(A) does not apply. Westward Fifth Subdivision trains will require a clearance at Saunders.

Track warrant authority is not required for extra trains moving with the current of traffic between Boylston and Carlton.

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. Rule 93—Yard limits in effect between Duluth and Saunders.**8. Between West Duluth Jct and Zenith Furnace—**Normal position of switches at 63rd Ave. West 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.

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(M).**10. Sidings—**Trains exceeding 100 tons/OB not permitted on sidings between Grand Rapids and Cass Lake.**11. Automatic Interlocking not Indicated at Station—
Bridge 29—**Four miles west of State Line.**12. Restricted Clearances—**

Between Superior and Central Avenue—All trains observing cars on eastward and westward freight mains at 28th Street yard must sound whistle signal Rule 15 (L) when approaching these cars and engine bell rung continuously while passing cars.

Track No. 1 at Duluth Passenger Depot Superliner cars will not clear canopy.

13. Duluth and Superior—

Yardmaster Duluth will notify Saunders Tower operator of all out-bound movements originating Duluth yard.

Yardmaster Superior will notify Saunders Tower operator of all out-bound movements originating Superior yard.

Incoming trains and transfers from east end will get permission via radio from Saunders Tower operator before crossing Tower Avenue.

Saunders Tower operator will notify yardmasters Superior and Duluth of all inbound movements.

14. Between Garfield Avenue and the west end of Boston Yard—

The north track (former D.T. 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.

15. Superior—Switch at the end of double track at LST&T Jct. will be lined and locked for the eastward track.

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.

16. Central Avenue—When setting out or picking up, trains must not block 58th Street, and Tower Avenue crossings.

Movements in this area are under the control of the yardmaster at 28th Street, through the tower operator at Saunders Tower.

17. Between Central Avenue and Superior East End—

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

Between Central Avenue and Soo crossing, on days school is in session, between the hours of 8:15 AM and 9 AM; 11:25 AM and 1 PM; and 3:25 PM and 4 PM all trains must stop and flag over grade crossing at John Avenue and 60th Street and pedestrian crossing located about 100 feet west of grade crossing.

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

29. Track Warrent Control—In effect from end CTC Boylston and begin CTC Carlton and from end CTC Gunn to Cass Lake and per MW Rule 35 train location lineup must be obtained.

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
MP 58.0 and MP 59.1	25 MPH.
MP 59.1 and MP 59.3	12 MPH.
MP 59.3 and Kelly Lake	45 MPH.
Between Kelly Lake and Gunn	35 MPH.
Gunn—All trains over junction switches	22 MPH.
Loaded ore and taconite trains handling 99000 to 99799 series cars	35 MPH.
Other loaded ore and taconite trains	30 MPH.
Through No. 20 turnouts of sidings at Fermoy, Baden and Onega	35 MPH.
Taconite Jct.—Westward trains approach absolute signal at BN. MP 21.5	30 MPH.
Kelly Lake—	
Eastward passing signals 0.2 and 0.26	10 MPH.
Westward passing signal 107.5	10 MPH.
Over Holman Bridge A-49A between DMIR MP 48 and MP 49 between Calumet and Taconite Jct.	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

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

3. Train Register Exceptions—

Kelly Lake—Register for trains originating or terminating.

4. Clearance Provisions and Exceptions Rule 82(A)—

Brookston and Gunn—Rule 82(A) 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(M).

Spring Switches without Facing Point Lock—

Kelly Lake, west wye switch,
Normal position is for Eighteenth Subdivision.

7. 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 Timetable will govern.

8. The following Track Side Warning Detectors protect Bridges, Tunnels or other Structures—

MP 60.5 for Eastward movement over Bridge 59.3

Other Track Side Warning Detectors located at—

MP 29.7

9. **Kelly Lake**—The dual control switch at MP 106.1 governing entry to the east end of the yard as approached from Brookston is the "Casco Main Switch", the dual control switch at MP 107.0 governing movement from the east via Kelly Lake toward Gunn is "K.D. Jct." switch and the dual control switch at MP 107.5 governing movement from the west toward Gunn is "K.Y. Jct." switch.
10. **At the National Taconite Loading Facility**—A red and yellow light has been installed on both ends. If all of the moveable parts of the loading mechanism are clear so that the train can move through the facility without interference, then signal will display a permission yellow color aspect.
11. **Rule 104(B)(5)**—Does not apply between Kelly Lake and Gunn unless directed by train dispatcher.
12. **Track Warrent Control**—In effect between Kelly Lake and Gunn and per MW Rule 35 train location lineup must be obtained.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Cass Lake	7th Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)	EAST WARD
		05163	105.2		0.0	CASS LAKE	BKRT			
	3,660	05172	95.6		9.6	ROSSBY				
		05178	90.3		15.3	BEMIDJI	BJKR			
	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	31	47.7	EBRO				
	3,688	05224	44.7		60.7	FOSSTON				
	9,033	05231	37.2		68.3	MCINTOSH				
	3,823	05237	31.2		74.4	ERSKINE	AJ			
		05244	24.5		81.1	MENTOR				
		05251	17.7		88.0	TILDEN JCT.				
	9,038	05255	12.9		92.5	BENOIT				
		05265	2.9		102.7	REDLAND JCT.	J			
			0.5		105.6	CROOKSTON JCT.	J			TWC
			0.0							
		05270	82.3		106.9	CROOKSTON	BKRT			
		05271	83.4		108.0	FISHER LINE JCT.	J			
			83.9	32	108.5	NORTH CROOKSTON JCT.	J			
	7,710	05280	93.1		117.7	FISHER				
			106.8		131.4	EAST GRAND FORKS	Y			
		05295	109.9		134.5	GRAND FORKS	BIJKRTY			
						G. F. SWITCH				
			110.2		134.8	To F. O. Switch 1.0	IJTY			ABS
			0.3		135.8	D. L. SWITCH	IJTY			

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

Train Dispatcher Calls—Cass Lake-93, Bagley-82, Fosston-81, Crookston-75.

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
- Cass Lake and Grand Forks..... 49 MPH.
- Cass Lake—On all tracks over footwalk crossing located west of main line switch to roundhouse 10 MPH.
- Grand Forks—When operating through turnouts, and over yard tracks No. 1 and No. 2 5 MPH.
- When operating over turnout, over any track other than main track and while kicking cars 10 MPH.
- F.O Switch and D.L. Switch..... 10 MPH.

Emerado Air Base Spur..... 10 MPH.

Except trains handling missiles 5 MPH.

Rosby, Fosston, McIntosh, Erskine and Fisher on siding..... 10 MPH.

Item 1A, All Subdivisions, applies.

2. **Bridge, Engine and Heavy Car Restrictions**—Engines in Groups E, G, H and I not permitted on Midland Track (Crookston Valley Coop.)
3. **Train Register Exceptions**—
Crookston-Bemidji—Register for trains originating or terminating.
4. **Clearance Provisions and Exceptions Rule 82(A)**—None.
5. **Rule 99**—When flagging is required, distance will be 2.5 miles.
6. **Sidings**—Trains exceeding 100 Tons/OB not permitted on any siding.
7. **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.
8. **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.
 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.
9. **Rule 98(A)**—Does not apply at Bemidji, Redland Jct., Crookston Jct. and North Crookston Jct.
10. **Track Warrent Control**—In effect and per MW Rule 35 train location lineup must be obtained.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Fisher Line Jct.	8th Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)	EAST WARD
			83.4	32	0.0	FISHER LINE JCT.	JT			
						0.5				
		09288	0.5		0.5	NOYES JCT.	JT			
		09301	12.7		12.7	EUCLID				
		09309	20.9		20.9	ANGUS				
		09317	29.3		29.3	WARREN	A			TWC
		09327	39.1		39.1	ARGYLE				
		09335	47.5	245	47.5	STEPHEN				
		09344	56.1		56.1	DONALDSON				
		09349	60.9		60.9	KENNEDY				
2,980	09358	70.1			70.1	HALLOCK				
	09370	82.3			82.3	HUMBOLDT				
	09378	90.5			90.5	NOYES	BJKRY			

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

Train Dispatcher Calls—Fisher Line Jct.-75, Warren-76, Hallock-78

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

Fisher Line Jct.
Through Turnouts entering or leaving 8th Subdivn. 5 MPH.
Noyes Jct. and Noyes 30 MPH.
Train exceeding 100 tons/OB 25 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 82(A)—None.
5. Rule 99—When flagging is required, distance will be 1.5 miles.
6. Rule 93—Yard limit in effect on Wisconsin 8th Subdivision Noyes between MP 87 and 89. Trackage between MP 89 and MP 90.5 is governed by Rule 105.

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

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

7. Noyes Jct.—Normal position of junction switch is lined and locked for movement to North Crookston Jct.
8. Track Warrent Control—In effect and per MW Rule 35 train location lineup must be obtained.

WEST WARD	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Fargo Yard Of- fice	9th Subdiv MAIN LINE STATIONS		Rule 6(A)	Office Calls	FIRST CLASS
			1007								1008
			NRPC Daily								NRPC Daily
		00679	3:31AM	23.5	220	0.0	FARGO YARD OFFICE	JRTY			1:15AM
				25.9		2.4	DAKOTA JCT.	JY			
	6,455	10053		31.9		7.0	HARWOOD				
	5,543	10066		44.4		19.4	GARDNER				
	6,462	10072		50.6		25.7	GRANDIN				
	7,367	10084		62.3		37.6	HILLSBORO				
	6,460	10098		76.1		51.4	BUXTON				
	3,971	10103		81.1		56.3	REYNOLDS				
	5,618	10110		88.2		63.5	THOMPSON				
				97.7		74.1	F.O. SWITCH	IJT			
			4:45 4:50	98.0	33	74.4	WEST GRAND FORKS				11:59 11:54
				98.2		74.6	D.L. SWITCH	IJT			
	7,581	05310		12.3		86.5	EMERADO				
		05316		18.3		92.6	ARVILLA				
	9,288	05323		24.3		98.6	LARIMORE	J			
		05325		26.7		100.9	HANNAH JCT.				
	8,940	05336		38.3		112.5	NIAGARA				
		05343		44.5		118.8	PETERSBURG				
	8,883	05348		50.3		124.6	MICHIGAN				
	8,908	05359		60.7		135.0	LAKOTA	JT			
		05368		69.6		143.9	DOYON				
	9,837	05373		74.5		148.7	CRARY				
		05383	6:02AM	85.3		159.5	DEVILS LAKE	BJRTY			10:35PM

4. Clearance Provisions and Exceptions Rule 82(A)—

Eastward Eleventh Subdivision trains operating to Glyndon then continuing on the Minnesota First Subdivision must obtain authority for Minnesota First Subdivision.

Glyndon, Moorhead, M.N. Jct. and Crookston Jct.—Rule 82(A) does not apply.

5. Rule 99—Unless otherwise provided, protection against following trains is not required. When required to flag, 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 Eleventh Subdivision must stop within 50 feet of highway 10 crossing north of Glyndon to activate highway protection.

7. Track Warrent Control—In effect and per MW Rule 35 train location lineup must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Moorhead	12th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	00676	0.0		0.0	MOORHEAD	JY
	56008	8.0		8.6	KRAGNES	
	56015	14.8		15.4	GEORGETOWN	
	56022	21.6		22.0	PERLEY	
	56028	27.4		28.0	HENDRUM	
	56034	33.5	247	34.0	HALSTAD	
	56041	41.0		41.6	SHELLY	
	56046	45.8		46.4	NIELSVILLE	
	56052	50.8		52.0	CLIMAX	
	56057	56.8		57.9	ELDRD	
	09285	65.5		66.5	M. N. JCT.	J

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls—Moorhead-30

- Speed Restrictions—**
Zone—Between Moorhead and M.N. Jct. 25 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted
Locomotives in Groups G, H and I not permitted
- Train Register Exceptions—**None
- Clearance Provisions and Exceptions Rule 82(A)—**
Moorhead and M.N. Jct.—Rule 82(A) does not apply.
- Rule 99—**Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1.5 miles.
- Wisconsin Division ends at MP 2.43.
- Track Warrent Control—**In effect and per MW Rule 35 train location lineup must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Grand Forks	13th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	05299	0.0		0.0	GRAND FORKS	BIJKRTY
	55502	1.4		1.4	CALSPUR	Y
	55512	12.0		12.0	MANVEL	
	55524	24.5		24.1	ARDOCH	RU
	55530	30.6		30.2	MINTO	
4,481	55539	39.4	250	39.1	GRAFTON	BJRTUY
	55546	45.9		45.6	AUBURN	
	55553	53.5		53.2	ST. THOMAS	
	55559	59.6		59.3	GLASSTON	
	55566	66.5		66.2	HAMILTON	
	55571	71.6		71.4	BATHGATE	
	55579	79.9		79.7	NECHE	

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls—Grafton-48

- Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
Grand Forks and Calspur 10 MPH.
Calspur and Neche 25 MPH.
Grafton—Over public crossings and on siding 10 MPH.
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Groups E, G, H and I not permitted.
SD9 locomotives not permitted on Koehmstedt Spur Minto, MRTJ
Potato Spur Grafton.
- Train Register Exceptions—**
Ardock-Grafton—Trains will register when directed.
- Clearance Provisions and Exceptions Rule 82(A)—**None.
- Rule 99—**When flagging is required, distance will be 1.5 miles.
- Railroad Crossing not Indicated at Stations—**MP 38.7
between Minto and Grafton.
Fourteenth Subdivision crossing.
- Honeyford—**Deraile are installed on Main Track at MP 118.3.
- Track Warrent Control—**In effect and per MW Rule 35 train location lineup must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Honeyford	14th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	55422	117.8		0.0	HONEYFORD	
	55425	121.3		3.5	GILBY	
	55430	125.6		7.8	JOHNSTOWN	
	55434	130.3	249	12.5	FOREST RIVER	U
	55440	136.1		18.3	VOSS	
2,513	55539	145.0		27.2	GRAFTON	BJRTUY
3,256	55464	160.5		42.7	DRAYTON	
2,249	55483	178.8		61.0	JOLIETTE	

BN Radio Channel No. 1 in service on this subdivision.
Train Dispatcher Calls—Grafton-48

- Speed Restrictions—Zone—Between** **Maximum Speeds Permitted**
 Honeyford and Joliette..... 25 MPH.
 Grafton—over public crossings..... 10 MPH.
 Sidings..... 10 MPH.
 Grafton
 Drayton
 Joliette
 Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups G, H and I not permitted.
- Train Register Exceptions—**
 Grafton—Trains register when directed by train dispatcher.
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99—**Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1.5 miles.
- Railroad Crossings not Indicated at Station—**
Between Voss and Grafton—Fourteenth Subdivision crossing.
- Grafton—**Account curvature of turnout and track on N.P. Industrial Spur located at MP 146.0 cars must be handled at speed not exceeding 3 MPH.
- Track Warrant Control—**In effect and per MW Rule 35 train location lineup must be obtained.

- Rule 99—**Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1.5 miles.
- 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.
- Track Warrant Control—**In effect and per MW Rule 35 train location lineup must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Conway	16th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	55723	23.6	252	0.0	CONWAY	JR
					5.0	
	55728	28.0		5.0	PIBEK	
					6.2	
	55734	34.2		11.2	PARK RIVER	
					9.3	
	55744	43.5		20.5	EDINBURG	
					12.6	
	55756	56.1		33.1	MILTON	TWC
					5.7	
	55762	61.9		38.8	OSNABROCK	
					11.7	
1,992	55774	73.6		50.5	LANGDON	BR
					14.4	
	55788	88.0		64.9	WALES	
					7.0	
	55795	95.0		71.9	HANNAH	T

BN Radio Channel No. 1 in service on this subdivision
 Train Dispatcher Calls—Hannah Jct-31

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Grafton	15th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	55539	0.0	251	0.0	GRAFTON	BJRTUY
					6.5	
	55606	5.7		6.5	NASH	
					7.2	
	55613	12.9		13.7	HOOPLE	
					4.6	
	55618	17.5		18.3	CRYSTAL	TWC
					6.3	
	55624	23.9		24.6	HENSEL	
					7.6	
	55631	31.4		32.2	CAVALIER	BR
					16.5	
	55648	48.5		48.7	WALHALLA	T

BN Radio Channel No. 1 in service on this Subdivision.
 Train Dispatcher Calls—Crystal-48

- Speed Restrictions—Zone—Between** **Maximum Speeds Permitted**
 Grafton and Walhalla..... 25 MPH.
 Walhalla—Over Highway No. 32..... 10 MPH.
 Grafton—Over public crossings..... 10 MPH.
 Hensel—Over Highway No. 3..... 10 MPH.
 Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups G, H and I not permitted.
 SD9 locomotives not permitted on MRTJ Potato Spur Grafton, Mill Spur Cavalier, Mill Spur or Rutherford Spur Walhalla.
- Train Register Exception—**
 Grafton and Cavalier—Trains register when directed by train dispatcher.
- Clearance Provisions and Exceptions Rule 82(A)—None.**

- Speed Restrictions—Zone—Between** **Maximum Speeds Permitted**
 Conway and Langdon 25 MPH.
 Langdon and Hannah 10 MPH.
 Langdon on Siding..... 10 MPH.
 Item 1A, All Subdivisions, apply.
- Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups G, H and I not permitted.
- Train Register Exceptions—**Langdon and Conway—
 Trains will register when directed.
- Clearance Provisions and Exception Rule 82(A)—None.**
- Rule 99—**Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1.5 miles.
- Hannah—**Deraill installed on Main Track at MP 94.0.
- Track Warrant Control—**In effect and per MW Rule 35 train location lineup must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Larimore	17th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	05323	129.6	23	0.0	LARIMORE	J
					12.6	
	56353	117.4		12.6	NORTHWOOD	
					8.5	
	56345	109.0		21.1	HATTON	TWC
					6.5	
	56338	102.4		27.6	PORTLAND JCT.	JT
					4.9	
	56333	96.0		32.5	MAYVILLE	

BN Radio Channel No. 1 in service on this Subdivision.
 Train Dispatcher Calls—Larimore-31

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Larimore and Mayville 25 MPH.
At Mayville 10 MPH.
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Groups G, H and I not permitted.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99—**Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1 mile.
- Track between Portland Jct. and Portland** is considered industrial track, Rule 105 applies. Maximum speed 25 MPH.
- Mayville—**Derail installed on Main Track at MP 97.9.
- Track Warrant Control—**In effect and per MW Rule 35 train location lineup must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Emmert	18th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	52440	111.1		6.6	VIRGINIA	TY
					0.7	
		110.4	229	5.9	DM&R SILVER BRANCH JCT.	JY
					5.9	

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

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Warroad	Office Calls	Rule 6(A)
	52412	115.8		0.0	EMMERT	JY
					3.0	
	52408	118.9	238	3.0	HIBBING	XY
					3.2	
		122.1		6.2	HIB TAC JCT.	XY
					0.5	
	52401	122.6		6.7	KELLY LAKE	BJKRTY

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

Train Dispatcher Calls—Kelly Lake-91

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Kelly Lake and Emmert 25 MPH.
Through Hibbing 12 MPH.
On Hibbing Taconite mine spur:
Loaded taconite trains, between former Mahoning yard switch and Hibbing Taconite Jct. switch.... 12 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
220,000 lb. ore cars not shorter than 24 ft. and 263,000 lb. ore cars not shorter than 35 ft. may operate.
- Train Register Exceptions—**
Kelly Lake—Register for trains originating or terminating.
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99—**Not required.
- Spring Switches—**A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(M).
Spring Switches without Facing Point Lock—
Kelly Lake, west wye switch, normal position is for Eighteenth Subdivision.

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

- 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.

- Rule 93—**Yard limits in effect between Kelly Lake and Emmert Jct. and between DMIR Silver Branch Jct. and Virginia.

- Crossovers on Auxilliary Track—**

Facing Point—Hibbing.

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

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Warroad	19th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	55315	103.3		0.0	WARROAD	
					21.4	
	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	244	62.5	MIDDLE RIVER	
					19.2	
	55234	22.6		81.7	SOO LINE CROSSING	M
					3.1	
	55230	19.6		84.8	THIEF RIVER FALLS	T
					7.2	
	55223	11.8		92.0	ST. HILAIRE	

BN Radio channel No.1 in service on this subdivision.
Train Dispatcher Calls—Thief River Falls-80

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
MP 11.8 and MP 58.0 25 MPH.
MP 58.0 and Warroad 15 MPH.
Thief River Falls—Wye track 5 MPH.
Item 1A, All Subdivision applies between Tilden Jct. and MP 58.0.
- Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted. Item 5c not permitted between Roseau and Warroad.
Locomotives in Groups E, G, H and I not permitted.
Between Greenbush and Warroad trains restricted to one unit.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**

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

6. **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.

7. **At Soo Line Crossing—**

Gates have been placed against BN movement over Soo diamond at MP 22.6. After gates have been lined for BN movement and movement over diamond is completed, gates must be restored to original position against BN movement.

8. **Track Warrant Control**—In effect and per MW Rule 35 train location lineup must be obtained.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Devils Lake	21st Subdiv BRANCH LINE STATIONS			EAST WARD
						Office Calls	Rule 6(A)		
		05383	0.0	275	0.0	WS	DEVILS LAKE	BJRTUY	
		55912	11.8		12.1		12.1	WEBSTER	
		55924	23.4		24.0		11.9	STARKWEATHER	TWC
		55939	39.4		39.7		15.7	OLMSTEAD	U
		55953	53.0		53.2		13.5	ROCK LAKE	
		55966	66.6		66.0		12.8	HANSBORO	T

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

Train Dispatcher Calls—Starkweather-19

- Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
Devils Lake and Hansboro 10 MPH.
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted on this Subdivision.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99**—Unless otherwise provided, protection against following trains is not required on this Subdivision. When required to flag, distance will be 1 mile.
- Railroad Crossings not indicated at Station—**
Soo Crossing 0.2 miles west of Devils Lake
- Between Devils Lake and Hansboro (MP 1.0 and MP 66.6) is considered excepted track FRA Standards 213.4.
 - No trains operated at speeds in excess of 10 MPH.
 - No revenue passenger trains operated.
 - No freight train shall be operated that contains more than 5 cars that require to be placarded by the Hazardous Material Regulations.
- Track Warrant Control**—In effect and per MW Rule 35 train location lineup must be obtained.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Lakota	20th Subdiv BRANCH LINE STATIONS			EAST WARD
						Office Calls	Rule 6(A)		
		05359	0.0	279	0.0	LAKOTA	JT		
		55812	12.0		12.4	BROCKET			
		55818	17.3		18.7	LAWTON			
		55827	27.0		27.2	EDMORE			TWC
		55840	39.7		40.1	HAMPDEN			
		55852	52.1		52.4	MUNICH			
		55860	59.5		59.9	CLYDE			
		55866	65.5		65.8	CALVIN			
		55872	73.0		73.2	SARLES	T		

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

Train Dispatcher Calls—Bracket-19

- Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
Lakota and Sarles..... 25 MPH.
Trains handling loaded C-6 cars between MP 27.0 and MP 43.0 and between MP 52.0 and MP 73.0 10 MPH.
Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted on this Subdivision.
Locomotives in Group I not permitted on Wye at Lakota and between MP 0.0 and MP 2.5.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99**—Unless otherwise provided, protection against following trains is not required on this Subdivision. When required to flag, distance will be 1 mile.
- Railroad Crossings not indicated at Station—**
Soo Crossing 3.7 miles east of Bracket
Soo Crossing 3.8 miles east of Munich
- Track Warrant Control**—In effect and per MW Rule 35 train location lineup must be obtained.

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
1st Subdivision				9th Subdivision			
06002 North Central Public Service Spur	2.3 east of Coon Creek	6	West	10059 Argusville	5.6 west of Harwood	45	West
06012 Cedar	5.7 east of Andover	8	West	10078 Kelso	6.1 west of Grandin	27	Both
06024 Husky Spur	7.4 west of Cambridge	2	West	10086 Redco Spur	1.7 west of Hillsboro	80	West
06024 Isanti	5.7 west of Cambridge	54	Both	10088 Taft	3.7 west of Hillsboro	18	East
06034 Grandy	4.9 east of Cambridge	3	East	10092 Cummings	7.8 west of Hillsboro	70	Both
07438 Mora	11.4 west of Brook Park	5	Both	10104 Tri-Dees Potato Whse.	0.8 west of Reynolds	8	East
06094 Kerrick	6.5 west of Nickerson	8	East	10115 Merrifield	4.9 west of Thompson	32	Both
2nd Subdivision				10118 Flaatt	7.8 west of Thompson	13	Both
51025 Winnick Spur	6.1 east of Hugo	2	West	10120 Prairie Sub Station	8.8 west of Thompson	10	East
51033 Stacy Spur	4.2 east of Wyoming	15	East	05301 Powell	4.1 west of PA Tower	17	Both
51064 Gorham Spur	1.0 east of Pine City	5	West	05311 Emerado Air Base Spur	0.5 west of Emerado	125	East
4th Subdivision				10th Subdivision			
52132 Sawyer	9.7 west of Carlton	5	East	05353 Mapes	5.3 west of Hannah Jct.	9	Both
52150 Wright	15.4 east of McGregor	21	West	05378 Keith	4.7 west of Michigan	35	East
52156 Tamarack	9.3 east of McGregor	3	East	55706 McCanna	5.6 west of Crary	21	Both
52179 Rossburg	6.1 east of Aitkin	9	West	55713 Orr	6.0 west of Hannah Jct.	35	Both
52804 Ironton	3.8 west of Deerwood	Yard	Both	55717 Inkster	12.5 west of Hannah Jct.	28	Both
52218 Klein Spur	1.4 west of Baxter	14	East	11th Subdivision			
52240 Northern Mfg. Spur	3.5 east of Staples	9	West	J. R. Dale Farm Supply Spur	0.9 west of Fertile	7	East
5th Subdivision				12th Subdivision			
05029 Alford	3.8 east of Carlton	10	East	56002 Bingham	2.8 west of Moorhead	626	Both
05068 Brookston Gravel Pit	0.1 west of Brookston	80	Both	56064 Wilds	8.1 west of Eldred	730	East
05086 Mirbat	5.4 east of Floodwood	7	East	13th Subdivision			
05113 Wawina	6.7 west of Island	21	East	55528 J.D. Miller Potato Co.	1.5 east of Minto	5	East
05114 Seyton	3.2 west of Grand Rapids	52	Both	55527 Process Potatoes Inc.	1.7 east of Minto	9	East
05116 Cohasset Mill & Lumber Co.	1.0 east of Cohasset	9	East	55529 F & R Rudnik	1.3 east of Minto	5	East
05123 Chippewa Wood Processing Spur	0.4 west of Cohasset	121	East	55535 Herriott	4.5 west of Minto	39	Both
05156 Webster Lumber Co.	0.1 east of Deer River	16	West	55554 Tobiason Gillishammer	1.1 west of St. Thomas	10	East
052731 International Falls via DWP	5.3 west of Schley	16	Both	Tri-Campbell Spur	1.5 miles east of Grafton		East
6th Subdivision				14th Subdivision			
52306 Arlberg	5.4 west of Brookston	15	East	Potato Whse. Spur	0.4 west of Drayton	30	East
52331 Casco	5.8 west of Fermoy	16	East	Drayton Potato Packer Spur	0.8 west of Drayton	12	East
52338 Old Onega Spur	1.2 east of Onega	6	East	American Crystal Plant	1.5 west of Drayton	Yard	Both
52350 Keewatin Saw Mill Spur	1.9 west of Kelly			55469 Pittsburg	4.7 west of Drayton	35	Both
52377 Bovey	1.8 west of Taconite Jct.	15	East	15th Subdivision			
7th Subdivision				Swanson Farmers	1.6 east of Hoople	20	East
05169 Potlatch Spur	5.6 west of Cass Lake		East	Hoople Industries	5.5 west of Nash	57	East
05179 Airport Spur	2.5 west of Bemidji	18	West	55611 Folsom-Fedje Spur	6.0 west of Nash	11	East
05188 Northwood Spur	3.7 west of Wilton		East	55614 Hoople Potato Products Inc.			
05190 Solway	6.1 west of Wilton	30	Both	Spur	0.5 west of Hoople	16	East
05216 Lengby	7.0 east of Fosston	14	East	Murray Bean Co.	6.2 west of Hensel	3	East
05243 Solar Gas	0.9 east of Mentor	66	Both	55630 Cominco Fertilizer & Valley			
05259 Benoit Pit	3.6 west of Benoit	157	West	Bean Ass'n Spur	0.7 east of Cavalier	14	West
05288 Mallory	7.1 west of Fisher	18	East	55645 Ted Eggan Potato Whse.	1.4 east of Walhalla	8	West
05301 Powell	4.1 west of PA Tower	17	Both	55646 Johnson Potato Co. Spur	1.2 east of Walhalla	13	East
05311 Emerado Air Base Spur	0.5 west of Emerado	125	East	M.T.K. Inc. Spur	1.6 east of Walhalla	8	West
Forest River Bean Plant Spur	5.3 west of Hannah Jct.	9	Both	16th Subdivision			
55706 McConnis	6.0 west of Hannah Jct.	35	Both	Rosford Johnson Spur	1.2 west of Park River	20	West
55713 Orr	12.5 west of Hannah Jct.	28	Both	Easy	5.5 west of Osnabrock	30	Both
55717 Inkster	16.8 west of Hannah Jct.	40	Both	55781 Dresden	7.0 west of Langdon	34	Both
55213 Red Lake Falls	13.0 east of Tilden Jct.		Both	17th Subdivision			
8th Subdivision				56360 Kempton	6.3 west of Larimore	15	East
09289 Agricultural Exp. Spur	0.2 west of Noyes Jct.	33	East	56343 Hunter Commodity Spur	0.8 west of Hatten	8	West
09314 Roan	5.0 west of Angus	12	East	56344 Olaf Bye & Sons Spur	0.7 west of Hatten	10	West
09316 Fertilizer Spur	0.5 east of Warren	7	East	56428 Portland	4.5 west of Portland Jct.	30	Both
09319 Earl Swanson Spur	0.7 west of Warren	17	West	56332 Occidental Agri. Chemicals			
09321 Luna	4.1 west of Warren	10	East	Spur	1.0 west of Mayville	9	East
Argyle Potato Services Spur	0.3 west of Argyle	17	West	56331 Mayville Pelletting Co. Spur	1.1 west of Mayville	6	West
Industrial Site Spur	1.1 east of Stephen	15	East	Gormley Bean Co.	1.2 west of Mayville	13	West
09350 S. P. Lipoma Potato Whse. Spur	0.7 west of Kennedy	52	East	18th Subdivision			
Agsgo Dist. Inc.	0.8 east of Hallock	7	East	Oil Track	1.4 east of Hibbing	17	Both
09357 George Weleski Spur	0.7 east of Hallock	7	East	Douglas Shop Spur	2.2 east of Emmert	9	West
09364 Hill Siding	7.0 west of Hallock	16	Both				
09376 St. Vincent	1.8 east of Noyes	13	Both				

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
19th Subdivision				55227 Northwest Pellet Ass'n Spur	3.0 west of Thief River Falls	10	West
55314 Ralston Purina Spur.....	0.7 west of Warroad	6	East	FUGTA Elev. Spur.....	1.0 west of Red Lake Falls	19	West
55313 Marvin Elev. Spur.....	0.8 west of Warroad	33	West	20th Subdivision			
55303 Salol	12.2 west of Warroad	14	Both	55917 Garske	5.2 west of Webster	21	Both
55293 Farm Service Equip. Spur....	1.0 west of Roseau	6	East	55929 St. Joe	4.8 west of Starkweather ...	14	Both
55290 Roseau Pit	3.0 west of Roseau	36	East	55946 Crocus	6.6 west of Olmstead.....	27	Both
55288 Fox.....	6.1 west of Roseau	16	Both				
55261 Strathcona	10.2 west of Greenbush	23	West				

MINE SPURS

Name	Miles—Location	Switch Opens
52403 Hibbing Taconite	0.5 east of Kelly Lake	West
52352 East National Taconite	2.5 west of Kelly Lake	East
52352 West National Taconite	1.4 west of Keewatin	West
52365 East Butler Taconite.....	0.7 west of Nashwauk	East
West Butler Taconite	3.7 west of Nashwauk	West
52381 Canisteo Mine	0.1 east of Canisteo.....	Both
52385 Greenway	2.4 west of Canisteo	West
Fourth Subdivision (Mine Spurs—Cuyuna Range)		Distance From Deerwood
52804 Ironton.....Minn.		3.8
52808 Cuyuna.....Minn.		7.5
52814 Manganese.....Minn.		14.0
52853 Riverton		7.6
52854 Trommald		7.9

LINE SEGMENT NUMBERS

DULUTH-SUPERIOR TERMINAL LINE SEGMENTS

Line Segment	Duluth	Limits
214	Double Track	Garfield Ave.—DWP Jct.
235	Riverside Jct.	72nd Avenue West—Riverside Jct.
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
Superior		
509	Belknap Yard	Winter Street—28th Street
510	17th Street Yard	Elevator Station—28th Street
511	28th Street Yard	28th Street—Central Avenue
512	Central Avenue Yard	Central Avenue—28th Street
513	Saunders Yard	Saunders Tower—Yard Board
514	East End Yard	15th Avenue East—31st Avenue East
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
577	Roseau

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
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
233	Central Ave—Allouez	67.9 to 62.7
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	Canistota 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

WISCONSIN DIVISION

Base Stations	Channel	Hours in Operation
Northtown Disprs. Office	1	Continuous
Allouez	1	Continuous
Superior	1	Continuous
Duluth	1	Continuous
	2 for yard forces	Continuous
Saunders	1	Continuous
Hinckley	1	Continuous
Coon Creek	1	Continuous
Carlton	1	9:00 am to 6:00 pm Mon. thru Fri.
Kelly Lake	1	8:00 to 4:00 Mon. thru Fri.
McGregor	1	Continuous
Grassy Point Drawbridge	1	Continuous
	2 for yard forces	Continuous
Brainerd	1	Continuous
Staples	1	Continuous
Grand Rapids	1	Continuous
Bemidji	1	Continuous
Crookston	1	Continuous
Noyes	1	Continuous
Grafton	1	8:00 to 5:00 Mon. thru Fri.
Grand Forks	1	Continuous
	2 for yard forces in Grand Forks	Continuous
Devils Lake	1	Continuous

TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivs	Commercial
8-782-3415	W. H. Dzuck D. S. Hilleren D. D. Loonan	(612) 782-3415
8-782-3408	1st, 2nd, 4th, 10th, 11th & 12th	(612) 782-3408
8-782-3409	3rd, 5th, 6th, 7th Cass Lake to Grand Forks, 8th, 9th, 13th, 14th, 15th, 16th & 18th 10th, 11th & 12th	(612) 782-3409
8-782-3406	7th Grand Forks to Hannah Jct., 16th & 17th	(612) 782-3406

WESTWARD

Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Dilworth	1st Subdiv MAIN LINE STATIONS			FIRST CLASS	
		1007					1008			
		NRPC Daily				Office Calls	Rule 6(A)	NRPC Daily		
	00673	3:13AM	3.2	26	0.0	DT	DH DILWORTH BKRTX(2)Y		1:37AM	
	00675	3:16AM	5.6		2.4		2.4 MOORHEAD JCT IJX(2)Y		1:34AM	
	00679		8.6		5.4		3.0 FARGO JX(2)Y			
	00683		12.9		9.7		4.3 WEST FARGO IJX(2)Y	TWC		
W4,290	00686		15.9		12.7		3.0 FIFE Y	ABS		
	00690		20.2		17.0		4.3 MAPLETON			
	00698		28.4		24.6	2MT	7.6 CASSELTON JX(2)Y			
			31.2		27.8	DT	3.2 SURREY JCT. SWITCH JX	CTC		
			38.8		35.6		7.8 MAGNOLIA			
	03279		43.8		40.6		5.0 BUFFALO			
	03285		49.7		46.5		5.9 TOWER CITY			
6,239	03288		52.4		49.2		2.7 KOLDOK			
6,794	03296		60.4		57.1		7.9 PEAK			
	03301		65.5		62.3		5.2 VALLEY CITY			
S6,330 N6,371	03306		70.0		66.7		4.4 BERE A Y			
7,940	03312		76.1		72.8		6.1 SANBORN JT			
6,470	03317		81.4		78.1		5.3 ECKELSON			
6,302	03325		89.1		85.8		7.7 SPIRITWOOD Y			
	03331		95.2		91.9		6.1 BLOOM			
			99.2		97.4	DT			TWC ABS	
			92.2							
	03336		93.7							
	03342		99.9		103.6		JY	JAMESTOWN BJKRTX(2)Y		
								6.2 ELDRIDGE Y		
7,243	03352		109.0		112.8			9.2 WINDSOR		
	03356		112.8		116.6			3.8 CLEVELAND		
7,336	03364		121.5	125.3			8.7 MEDINA			
11,585	03377		134.5	38	138.2		12.9 LADOGA			
6,235	03386		143.2		146.9		8.7 DAWSON			
7,396	03394		151.0		154.7		7.8 STEELE			
8,451	03404		161.9		165.4		10.7 DRISCOLL			
6,197	03412		169.6		173.2		7.8 STERLING			
	03419		176.2		179.8		6.6 McKENZIE JT			
6,313	03424		181.6		185.3		5.5 BURLEIGH			
6,571	03432		189.5		193.1		7.8 PIERCE			
7,932	03437		194.5		198.1		5.0 BISMARCK Y			

EASTWARD

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

BN Radio Channel No. 2 in service between MP 0.0 and MP 16.4.

Train Dispatcher Calls—Magnolia-35, Peak-36, Spiritwood-37, Jamestown-38, Cleveland-39, Tappen-40, Sterling-41, Pierce-42.

Between MP 0.0 and Dilworth MP 3.2, employees are under the jurisdiction of Dakota Division superintendent.

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Against the current of traffic on double track	49 MPH.
Freight trains over 100 Tons/OB between MP 9.1 and MP 38.8—Westward main track	40 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 Shoe Fly MP 67.3 to MP 67.5	5 MPH.
Jamestown—Over spring switch on westward track at west end of yard	30 MPH.
Soo 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 Connecting track switch, MP 12.8.	
West Fargo Controlled crossover, MP 13.0.	
Between Casselton and Surrey Jct. Switch through turnouts located 1575 feet west of MP 28.0 and 335 feet west of MP 31.0	
Casselton—Through No. 20 turnout (Third Subdiv.)	30 MPH.
Through No. 20 turnouts at following locations	35 MPH.
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 of double track.	
Eldridge Through turnout end of 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 26.5 between Mapleton and Casselton	50 MPH.
Signal 190.7 between Pierce and Bismarck	55 MPH.
Head end speed restrictions for eastbound freight trains:	
Signal 17.6 between Mapleton and Fife	55 MPH.
Eastward Home Signal on Eastward track at MP 28.1 between Surrey Jct. Switch and Casselton	55 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.

Berea—International Multifoods and Peavey tracks locomotives in Groups G, H and I must not be used in multiple.

Jamestown—Locomotives in Groups G, H and I must not use yard tracks 7 through 14 or the wye.

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 82(A)—None.

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 188.0 and MP 187.0 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 Crossing, 2 miles east of Bismarck.

9. Magnolia, Bloom and Eldridge—

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, dispatcher must be contacted to obtain permission. When permission is obtained, switches must be handled in accordance with Rule 315 and last paragraph of Rule 315(A).

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

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

Bloom—Normal position of switch is for westward track.

10. Sidings—Trains and engines must not exceed 10 MPH on the following sidings:

Fife, Peak, Berea, (North and South) Eckelson, Windsor, Steele, Sterling and Burleigh.

South siding Berea—Normal position of the east crossover switch is lined for crossover movement to the main track. Freight train over 100 tons/OB 5 MPH.

Sanborn—Trains using siding must not occupy depot crossing until crossing gates are down and lights activated.

11. Rule 93—Yard limits in effect between yard limit signs east of Br. 0, east of Dilworth and MP 16.4 west of Fife; between MP 26.4 and 28.3 Casselton; between MP 68.5 and 71.5 Berea; between MP 87.0 and MP 90.25 Spiritwood; and between MP 94.7 east of Bloom and MP 99.7 east of Eldridge.

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. The connecting track 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 is designated as trackage from switch at end of BN trackage northward to Soo 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. Flashing orange light installed on northeast corner of building over track 4. When lit, indicates men are working on or about cars. DO NOT couple into or move cars on track 4.

17. **Bismarck**—Soo 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 Track Side Warning 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 Track Side Warning Detectors located at—

MP 25.0 Eastward track MP 117.0
MP 48.9 MP 144.3
MP 73.4 MP 172.7

19. **Rule 104(B)(5)**—Does not apply unless directed by train dispatcher.

20. **Track Warrant Control**—In effect from MP 16.4 Fife and 192.0 Bismarck and per MW Rule 35 train location lineup must be obtained.

Eastward trains from end CTC Casselton to MP 16.4 Fife will not require TW authority when moving with the current of traffic on Eastward Main Track.

That part of TWC Rule 410 requiring crew member to report to the train dispatcher when clear of limits does not apply between MP 94.7 Bloom and 99.7 Eldridge and between MP 16.4 Fife and CTC Casselton and MP 38.8. Magnolia and CTC Casselton.

WESTWARD	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Breckenridge	2nd Subdiv MAIN LINE STATIONS				FIRST CLASS	EASTWARD
			1007				Office Calls				1008	
			NRPC Daily				Rule 6(A)				NRPC Daily	
				215.0	22							
		03204		0.0			BR	BRECKENRIDGE	BKRTX(2)	CTC		
		03207		0.5	23	0.0		1.0				
				1.4		1.0		WAHPETON				
						1.7		0.7				
		03209		0.0		1.8		OAKES JCT.				
								0.1				
		10012		12.3		14.2		WAHPETON JCT.	JY			
		9,510	10021	21.3	288	23.2		12.4				
			10028	28.1		30.0		KENT				
		5,966		42.2		43.1		9.0				
				42.8				WOLVERTON				
		00675	3:16AM	21.4		44.6		6.8				
		2,855	00676	22.3	220	45.5		COMSTOCK		TWC		
				23.4		46.6		13.1		ABS		
		00678	3:26 3:30	0.0		46.7		SOUTH MOORHEAD	Y			
		00679	3:31AM	0.1		50.5		1.5				
				3.9		58.0		MOORHEAD JCT.	IJMYX		1:34AM	
		3,559	56111	12.4		58.0		0.9				
		3,346	00707	22.9		68.4		MOORHEAD	JY			
		3,546	00713	28.9		74.5		1.1				
			00716	31.9		77.5		FARGO PSGR STATION	BIKRY	ABS	1:25 s 1:21	
		00724		40.7		86.5		FARGO YARD OFFICE	IJTXY		1:15AM	
								3.8				
								JY JCT.	IJY			
								7.5				
								PROSPER				
								10.4				
								VANCE	JT	TWC		
								6.1				
								MASON				
								3.0				
								ERIE JCT.	J			
								9.0				
								NOLAN	J			

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

BN Radio Channel No. 2 in service between South Moorhead and Jy. Jct.

Train Dispatcher Calls—Wahpeton-45, Vance-23

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted

Breckenridge and Jy Jct.	50 MPH.
Jy Jct. and Nolan	49 MPH.
Freight trains over 100 tons/OB	40 MPH.
Between Jy Jct. and South Moorhead	20 MPH.
Thru No. 11 turnout at 0.1 Fargo Yard Office from Dakota Second Subdiv to Dakota Jct.	12 MPH.
Thru No. 20 turnouts	
Jy Jct. and West Fargo to connecting track	20 MPH.
Jy Jct. and Prosper MP 3.9 and 4.0	10 MPH.
Westbound head end restriction over 14th Street, Moorhead.	20 MPH.
Item 1A, All Subdivisions, applies between MP 4.5 and MP 22.0 between Jy Jct. and Vance.	
Trains or engines on main routes actuating the points of Spring Switches; trains or engines through No. 20 turnouts at Moorhead Jct. Switch	35 MPH.
Trains or engines using middle track from a point 300 feet on either side, and across Seventh Avenue Crossing, Fargo	8 MPH.

2. Bridge, Engine and Heavy Car Restrictions—None.

3. Train Register Exceptions—

Fargo Pgr. Station—First class trains will register. Extra trains will register when directed.

4. Clearance Provisions and Exceptions Rule 82(A)—

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. 1007 and No. 1008 will deliver TWC and Track Bulletins to relieving train crew at Fargo Passenger Station.

5. Rule 99—

Breckenridge to Jy Jct.—

When flagging is required, distance will be 2.5 miles.

Jy Jct. to Nolan—

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:

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. Rule 93—Yard limits in effect between MP 5.1 and Wahpeton Jct.; between MP 38.5 east of South Moorhead and MP 6.3 west of Jy. Jct.

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 roll-by 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. The connecting track between Jy Jct. and West Fargo is considered industrial trackage, Rule 105 applies—maximum speed 25 MPH.

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

14. Track Warrant Control—In effect and per MW Rule 35 train location line-up must be obtained from Wahpeton to Moorhead Jct.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Wahpeton Jct.	3rd Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)	EASTWARD	
		03209	1.4	23	0.0	WAHPETON JCT.	JY				
					6.0	6.0	DWIGHT				
7,162	03213	7.4			12.6	6.6	GALCHUTT				
	03220	14.1			19.2	6.6	COLFAX				
7,050	03227	20.6			25.4	6.2	WALCOTT				
	03233	26.9			33.3	7.9	KINDRED				TWC ABS
7,131	03241	34.7			38.3	5.0	KINDRED				
	03246	39.6			42.6	4.3	DAVENPORT	A			
	03251	44.0			46.1	3.5	CHAFFEE LINE JCT.	JY			
7,094	03253	47.4			53.8	7.9	DURBIN				
3,789	00698	55.0				CT CASSELTON	JY				

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

Train Dispatcher Calls—Casselton-53, Kindred-25

1. Speed Restrictions—

Zone—Between

Maximum Speeds Permitted

Wahpeton Jct. and Casselton.....	50 MPH.
Freight trains over 100 Tons/OB	40 MPH.
Davenport—Between absolute signals of Ninth Subdivision interlocking	40 MPH.
Casselton—Through No. 20 turnout	30 MPH.
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 82(A)—None.

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—Freight trains over 100 Tons/OB must not use sidings except Kindred.

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. 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.

11. Rule 93—Yard limits in effect—

Between Wahpeton Jct. and MP 3.0;
Between MP 43.0 and MP 45.0 Chaffee Line Jct.;
Between MP 52.9 and begin CTC Casselton.

12. Track Warrant Control—In effect and per MW Rule 35 train location lineup must be obtained.

WESTWARD	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Surrey Jct. Switch	4th Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)	FIRST CLASS	EASTWARD
			1007								1008	
			NRPC Daily								NRPC Daily	
				3.3		0.0	SURREY JCT. SWITCH			J		
	9,673	00709		10.5	24	7.6	ABSARAKA					
				24.3								
	10,231	00724		40.7		21.1	NOLAN			J		
	6,935	00736		52.8		33.2	PILLSBURY					
	9,206	00744		60.2		40.6	LUVIERNE					
	9,639	00757		73.0		53.3	HANNAFORD			J		
	9,717	00770		86.4		66.7	SUTTON					
	9,693	00784		99.9		80.3	JUANITA					
	9,575	00796		112.7		93.1	BRANTFORD					
	10,498	00808		124.3	34	104.7	NEW ROCKFORD			JT		
	9,257	00820		136.8		117.2	BREMEN				CTC	
	9,154	00833		149.5		129.7	HEIMDAL					
	9,189	00845		161.7		142.1	SELZ					
	9,796	00861		177.0		157.4	AYLMER					
	9,374	00870		186.8		167.2	GUTHRIE					
	9,331	00883		199.6		180.0	KARLSRUHE					
	9,675	00896		211.9		192.3	SIMCOE					
		05495	8:08AM	226.0		206.4	SURREY			J	8:22PM	
		00911		197.9		208.7	GY GAVIN YARD			BJKRT		
		00913		199.7	33	209.8	J. D. SWITCH			X(2)		
			8:20 8:35	203.2								8:12 8:58
		00917		0.0		213.7	MINOT			KXY	ABS APB	
				0.5		213.8	SX SOO TOWER			IJR(2)Y	ABS Rule 251	
				4.8		218.0	W. L. SWITCH			A		7:51
				5.2		218.7	GASSMAN SWITCH			A	ABS Rule 251	
		00930		13.8		227.2	DES LACS					
	10,333	00939		22.8		236.0	BERTHOLD			J		
	9,643	00956		39.4	35	252.5	BLAISDELL					
	13,701 10,139	00970	9:25	54.3		267.3	STANLEY			JT		8:12
	8,368	00978		61.5		274.6	ROSS				CTC	
	6,987	00990		73.5		286.6	WHITE EARTH					
	5,648	00998		81.8		294.5	TIOGA					
	13,309	01003		87.4		300.0	TEMPLE					
	9,111	01015		99.0		311.6	WHEELLOCK					
		01020	10:10	104.2		316.6	EPPING				ABS Rule 251	
		01036	10:35AM	121.1		333.7	WN WILLISTON			BKRTY		6:05PM

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.

Train Dispatcher Calls—Nolan-23, Hannaford-14, New Rockford-20, Selz-17, Simcoe-15, Berthold-01, Stanley-02, Tioga-03, Epping-04

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
MP 63.4 and MP 64.3 Luverne bridge		50 MPH.
Head end restriction		
MP 124.0 and MP 124.7		40 MPH.
Between absolute signals of Soo interlocking between MP 182.1 and MP 182.2		50 MPH.
Between Surrey and J. D. Switch		
MP 196.5 to MP 199.1	60 MPH.	50 MPH.
Minot 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.
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:	Up to 100 tons/OB	Over 100 tons/OB
Signal 483.9 on westward freight main at Minot		25 MPH.
Signal 484.7 on westward freight main at Minot		25 MPH.
Signal 485.3 on westward freight main at Minot		25 MPH.
Signal 485.5 on main track at Minot		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		25 MPH.
Head end speed restriction for eastbound freight trains as follows:		
Signal 485.4 on eastward freight main at Minot		25 MPH.
If the designated signal displays a green aspect, the freight train may resume normal speed after head end passes signal.		
Trains or engines leaving siding on clear signal and through No. 20 turnouts at following locations	35 MPH.	35 MPH.
Nolan—West siding switch and Second Subdivision junction switch.		
Luverne		east and west siding switches
Hannaford		east and west siding switches
Sutton		east and west siding switches

Juanita

New Rockford

Heimdal

Selz

Aylmer

Guthrie

Simcoe

Karlsruhe

W.L. Switch

Gassman Switch

Des Lacs

Berthold

Blaisdell

Stanley

Ross

White Earth

Tioga

Temple

Wheelock

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**—Locomotives in Groups G, H and I not permitted on oil spur New Rockford.

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 82(A)**—

Surrey Line Jct., Nolan, New Rockford, Surrey, Minot, Berthold and Stanley—Rule 82(A) does not apply.

Running authority is not required for extra trains moving with the current of traffic where Rule 251 is in effect.

Minot—Westward freight trains, first class and extra passenger trains which do not change crews at Williston will obtain Montana Division clearances at Soo Tower which will clear train at Williston.

Minot—Trains originating obtain clearance at Minot.

Dakota Division clearance received from Havre will clear eastward train at Williston.

Williston—Rule 82(A) 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. **Automatic Interlockings not Indicated at Station**—

Soo crossing 5.1 miles west of Aylmer.

8. **Automatic Interlockings**—

W.L. Switch—Gassman Switch, end of double track and single track over bridge, Gassman Bridge.

The Interlocking Signal Limits, of this interlocking include all trackage between westward absolute signal at "W.L. Switch" and eastward absolute signal at "Gassman Switch".

Both the switch at "W.L. Switch" and the switch at "Gassman Switch" are electrically controlled and operated automatically.

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. Switches must be handled per Rule 315 and last paragraph Rule 315(A).

9. **Minot**—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 yardmaster by radio for information relative to overdue first class trains.
10. Trackage between east and west Wye switches and Tatman is considered industrial trackage, Rule 105 applies.
11. **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.
12. The following Track Side Warning 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 Track Side Warning Detectors Locations—

Between Surrey Line Jct. and Surrey—

MP 20.1 MP 142.4
MP 55.9 MP 168.7
MP 83.7 MP 202.0
MP 110.5

and between Minot and Epping—

MP 20.1 MP 67.5
MP 46.5 MP 92.1

13. **New Rockford**—Occupied outfit cars on house track. Must not be moved or coupled into.

WESTWARD

Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Devils Lake	5th Subdiv MAIN LINE STATIONS			FIRST CLASS	
		1007				Office Calls	Rule 6(A)	1008		
		NRPC Daily						NRPC Daily		
	05383	6:05AM	85.3	33	0.0	WS	DEVILS LAKE	BJKRTY	s 10:32PM	
	05396		98.2		13.0		PENN			
6,511	05402		104.2		19.0		CHURCHS FERRY	JTY		
8,214	05414		115.7		30.4		LEEDS			
4,540	05420		121.9		36.7		YORK	JTY		
	05426		127.8		42.7		KNOX		TWC ABS	
	05432		133.4		48.2		PLEASANT LAKE			
6,286	05441	s 7:10	142.4		57.2	RU	RUGBY	JTY		s 9:21
3,586	05446		147.6		62.5		TUNBRIDGE			
	05452		153.9		68.8		BERWICK			
8,882	05460		161.3		76.2		TOWNER	JTY		
3,661	05468		170.0		85.0		DENBIGH			
3,574	05481		182.0		97.1		GRANVILLE	JTY		
3,621	05487		188.9		104.0		NORWICH			
	05495	8:08AM	196.0	111.2		SURREY	JY	CTC	8:22PM	

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls—Devils Lake-08, Rugby-07, Surrey-10

Between MP 88.5 and MP 85.3 Devils Lake, employees are under the jurisdiction of Wisconsin Division Superintendent.

1. **Speed Restrictions—**
Zone—Between
MP 85.3 to MP 114.0 70 MPH.
MP 114.0 to MP 147.0 50 MPH.
MP 147.0 to MP 163.4 60 MPH.
MP 163.4 to MP 167.0 50 MPH.
MP 167.0 to MP 196.0 60 MPH.
Surrey—Over all switches 35 MPH.
Freight trains over 100 tons/OB 40 MPH.

Head end speed restrictions
for westbound freight trains as
follows:
Signal 88.5 between Devils Lake
and Penn 45 MPH.
- Maximum Speeds Permitted**
Passenger **Freight**
Up to 100 tons/OB Over 100 tons/OB
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, except for Harvest State elevator industrial trackage located MP 87.7.

Leeds—Locomotives in Groups G, H, and I not permitted on track-age south of main track.

York—Locomotives in Group I not permitted on wye.

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

4. **Clearance Provisions and Exceptions Rule 82(A)**—None.
5. **Rule 99**—When flagging is required, distance will be 2.5 miles.
6. **York**—Normal position of north wye switch line for west leg of wye.
7. **Speed Test Boards**—Engineers shall test speed of their train passing the following points as compared with speed table:
 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 Crossing 4.7 miles west of Devils Lake
9. **Trackage between York and Wolford** is considered industrial trackage. Rule 105 applies—Maximum speed 25 MPH.
10. **Between Churches 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.
11. **Sidings**—Freight trains over 100 tons/OB must not use any sidings except Churches Ferry, Leeds, Rugby and Towner.
 All trains do not exceed 10 MPH on all sidings.
12. **Track Side Warning Detectors Protecting Bridges, Tunnels or other Structures**—None.
Other Track Side Warning Detectors located at—
 MP 92.5 Between Devils Lake and Penn
13. **Rule 93**—Yard limits in effect:
 Between Surrey and MP 195.3
 Between MP 183.0 and 180.9 Granville
 Between MP 162.4 and 159.5 Towner
 Between MP 143.8 and 141.3 Rugby
 Between MP 123.1 and 120.9 York
 Between MP 105.7 and 103.0 Churches Ferry
 Between MP 88.5 and Devils Lake.
14. **Track Warrant Control**—In effect and per MW Rule 35 Train Location line-up must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Vance	6th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	00707	64.2	23	0.0	VANCE	JT
	56305	69.0		5.0	ARTHUR	
	56311	75.0		11.0	HUNTER	

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

Train Dispatcher Calls—Hunter-23

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Erie Jct.	7th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	00716	0.0	274	0.0	ERIE JCT.	J
	56402	1.4		1.6	ERIE	
	56412	12.1		12.3	GALESBURG	
	56418	17.5		18.0	CLIFFORD	

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

Train Dispatcher Calls—Erie-23, Clifford-24

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

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

Train Dispatcher Calls—Nolan-23, Finley-24, McVillie-14, Warwick-20

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Vance and Hunter (Sixth Subdiv.) 25 MPH.
 Erie Jct. and Clifford (Seventh Subdiv.) 40 MPH.
 Nolan and Warwick (Eighth Subdiv.) 35 MPH.
 Item 1A, All Subdivisions, applies on these subdivisions.
- Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted on Sixth, Seventh and Eighth Subdivisions.
 Sixth Subdivision—Locomotives in Groups G, H and I not permitted.
- Train Register Exceptions**—None.
- Clearance Provisions and Exceptions Rule 82(A)**—None.
- Rule 99**—
 Unless otherwise provided, flagging is not required on these subdivisions. When required to flag, distance will be 1 mile.
- Trackage between MP 74.5 and MP 85.9 Hunter** is considered industrial trackage, Rule 105 applies.
 Trackage between MP 17.5 and MP 17.95 Clifford is considered industrial trackage, Rule 105 applies.
- Rollby inspection**—Are required by train crews when entering the main track from junction points and at initial terminals. A rollby of inspection 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.
- Track Warrant Control**—In effect on Dakota Sixth, Seventh and Eighth Subdivisions and per MW Rule 35 train location lineups must be obtained.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Fargo	9th Subdiv BRANCH LINE STATIONS		Rule 6(A)	EAST WARD
						Office Calls			
		00679	0.0		0.0	FARGO	JTXY		
					10.6	HORACE			
		56611	9.5		10.6				
					19.4	DAVENPORT	A		
		03246	18.2		19.4				
					25.4	WOODS			
		56625	24.3		25.4				
					29.1	LEONARD			
		56629	28.0		29.1				
					41.5	SHELDON			
		56641	40.4		41.5				
					50.6	BUTZVILLE			
		56651	49.5		50.6				
					56.3	LISBON	R		
		56656	55.2	276	56.3				
					64.0	ELLIOTT			
		56664	62.8		64.0				
					68.7	ENGLEVALE			
		56669	67.7		68.7				
					76.6	VERONA			
		56677	75.6		76.6				
					82.8	INDEPENDENCE	JT		
		56683	81.7		82.8				
					88.1	LAMOURE	JR		
		56688	87.0		88.1				
					98.2	BERLIN			
		56698	97.1		98.2				
					108.0	EDGELEY JCT.	T		
		56708	106.8	277	108.0				
					109.1	EDGELEY	Y		
		56710	107.9		109.1				

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

Train Dispatcher Calls—Leonard-35

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Casselton	10th Subdiv BRANCH LINE STATIONS		Rule 6(A)	EAST WARD
						Office Calls			
		00698	0.0		0.0	CASSELTON	JY		
					6.2	MYRA			
		56206	5.7		6.2				
					12.7	EMBDEN			
		56212	12.3		12.7				
					19.0	ALICE			
		56219	18.6		19.0				
					27.7	LUCCA	A		
		56227	27.3	278	27.7				
					41.2	KATHRYN			
		56241	40.7		41.2				
					47.8	HASTINGS			
		56247	47.3		47.8				
					53.0	LITCHVILLE			
		56252	52.5		53.0				
					60.7	MARION	T		
		56260	60.3		60.7				

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

Train Dispatcher Calls—Alice-35

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Sanborn	11th Subdiv BRANCH LINE STATIONS		Rule 6(A)	EAST WARD
						Office Calls			
		03312	0.0		0.0	SANBORN	JT		
					10.0	ROGERS	A		
		57310	9.6		10.0				
					18.1	DAZEY			
		57318	17.8		18.1				
					23.6	WALUM			
		57324	23.3	281	23.6				
					26.7	HANNAFORD	J		
		00757	26.4		26.7				
					32.8	SHEPARD			
		57406	32.5		32.8				
					36.7	COOPERSTOWN			
		57410	36.5		36.7				
					51.2	BINFORD			
		57425	51.0		51.2				

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

Train Dispatcher Calls—Walum-36

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

Fargo and Lisbon	(Ninth Subdiv.)	25 MPH.
Lisbon and Edgeley	(Ninth Subdiv.)	30 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		12 MPH.
Between absolute signals of Third Subdivision interlocking between MP 18.2 and MP 18.3		20 MPH.
Between absolute signals of Soo interlocking between MP 43.0 and MP 43.1		20 MPH.
Locomotives and cars in excess of 248,000 lbs:		
Fargo and Edgeley		30 MPH.
Casselton and Lucca	(Tenth Subdiv.)	10 MPH.
Between absolute signal of interlocking 8.8 miles west of Alice		20 MPH.
Lucca and Marion	(Tenth Subdiv.)	40 MPH.
Sanborn and Binford	(Eleventh Subdiv.)	10 MPH.
Item 1A, All Subdivisions, applies.		

2. Bridge, Engine and Heavy Car Restrictions—

Fargo-Edgeley—Item 5d not permitted. Locomotives in Groups G, H and I not permitted.

Casselton-Marion—Item 5d not permitted. Locomotives in Groups G, H and I not permitted.

Sanborn-Walum—Item 5d not permitted. Locomotives in Groups E, G, H and I not permitted.

Walum-Binford—Item 5d not permitted. Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—

Independence, Lamoure—Trains will register when directed.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

5. Rule 99—

Ninth Subdivision—Unless otherwise provided, protection against following trains is not required between Fargo and Independence and between Lamoure and Edgeley. When required to flag, distance will be 1.5 miles.

Tenth and Eleventh Subdivisions—Unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1 mile.

6. Automatic Interlocking not Indicated at Stations—

Soo Crossing—2.6 miles west of Sheldon—(Ninth Sub.)

Soo Crossing—MP 27.3 Lucca —(Tenth Sub.)

7. Independence—Normal position of west wye switch is lined for Ninth Subdivision.

8. **Lamoure**—Normal position of main line junction switch is lined for the Ninth Subdivision to Twelfth Subdivision.
9. **Edgeley Jct.**—Normal position of east and south wye switches are for through movement to Edgeley.
10. **Marion**—Trackage between MP 59.4 and MP 60.3 Marion is considered industrial trackage. Rule 105 applies.

Binford—Trackage between MP 50.5 and 51.3 Binford is considered industrial trackage. Rule 105 applies. Switch point derail installed on main track at MP 50.5.

11. **Casselton-Lucca—10th Subdiv. (MP 0.0 to MP 27.3) and Sandborn-Binford—11th Subdiv. (MP 0.0 to MP 51.0)**—is considered excepted track FRA Standards 213.4.

1. No trains operated at speeds in excess of 10 MPH.
2. No revenue passenger trains operated.
3. No freight trains shall be operated that contain more than 5 cars that require to be placarded by Hazardous Material Regulations.

12. **Track Warrant Control**—In effect on Dakota Ninth, Tenth and Eleventh Subdivisions and per MW Rule 35 train location line-up must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Oakes	12th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	56969	14.8	283	0.0	KS OAKES	BJRTY
		0.0				
	56683	81.7	276	15.4	INDEPENDENCE	JRTY

BETWEEN INDEPENDENCE AND LAMOURE DAKOTA DIVISION NINTH SUBDIVISION TIMETABLE GOVERNS.

		87.0	276			
	56688	48.5		20.6	LAMOURE	JR
	56941	41.2	282	28.3	GRAND RAPIDS	
	56933	32.6		36.8	DICKEY	
	56926	26.4		43.1	ADRIAN	
	56919	19.0		50.5	MONTPELIER	
	56913	13.0		56.6	YPSILANTI	
		0.6	280	69.3	JY JAMESTOWN	BJKRTXY
	03336	0.0		82.8	BUCHANAN	
	57513	12.2		90.7	PINGREE	JRT
	57544	42.5		113.1	CARRINGTON	AJRT
	57552	50.8		121.4	BARLOW	
	00808	58.5	286	129.1	NEW ROCKFORD	JT
	57811	69.6		140.2	SHEYENNE	
		78.3		148.9	OBERON	JT
	57820	0.0		164.4	MADDOCK	
	57915	15.4		176.6	ESMOND	
	57928	28.1				

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

Train Dispatcher Calls—Montpelier-37, Jamestown-38.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Pingree	13th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	57521	0.4	284	0.0	PINGREE	JRT
				20.5	WOODWORTH	
	57620	20.5		31.9	PETTIBONE	
	57632	31.9		36.7	LAKE WILLIAMS	
	57637	36.7		45.1	ROBINSON	
	57645	44.7		55.1	TUTTLE	
	57655	54.6		69.1	WING	
	57669	68.6		81.2	REGAN	
	57681	80.7				

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

Train Dispatcher Calls—Pingree-38, Robinson-40, Regan-41

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Carrington	14th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	57544	0.0	285	0.0	CARRINGTON	JRT
	57713	12.6		13.0	SYKESTON	
	57727	27.3		27.7	BOWDON	
	57738	37.9		38.3	HURDSFIELD	
	57747	47.3		47.7	GOODRICH	
	57763	62.9		63.3	McCLUSKY	
	57776	75.8		76.3	MERCER	
	57784	85.0		84.9	TURTLE LAKE	T

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

Train Dispatcher Calls—Sykeston-39, Goodrich-41

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From McKenzie	15th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	03419	0.0	290	0.0	McKENZIE	JT
	57212	11.6		11.7	MOFFITT	U
	57228	27.7		27.7	HAZELTON	
	57237	36.7		36.7	TEMVIK	
		45.3	292	44.6	LINTON	T
	57245	75.0		54.5	STRASBURG	
	57255	65.1		65.7	HAGUE	
	57267	53.9		74.8	ZEELAND	
	57270	44.4				

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

Train Dispatcher Calls—Hazelton-41

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

Maximum Speeds Permitted

Oakes and Jamestown..... (Twelfth Sub.)	25 MPH.
Jamestown and Carrington..... (Twelfth Sub.)	30 MPH.
Carrington and New Rockford..... (Twelfth Sub.)	25 MPH.

New Rockford and Oberon	(Twelfth Sub.)	35 MPH.
Oberon and Maddock	(Twelfth Sub.)	30 MPH.
Maddock and Esmond	(Twelfth Sub.)	10 MPH.
Pingree and Regan	(Thirteenth Sub.)	10 MPH.
Carrington and Turtle Lake	(Fourteenth Sub.)	10 MPH.
McKenzie and Zeeland	(Fifteenth Sub.)	10 MPH.
Item 1A, All Subdivisions, applies.		

2. Bridge, Engine and Heavy Car Restrictions—

Twelfth Subdivision—Between Oakes and Independence and between Oberon and Esmond locomotives in Groups E, G, H and I not permitted. Between Independence and New Rockford, locomotives in Group I not permitted. Between New Rockford and Oberon locomotives in Groups G, H, and I not permitted.

Thirteenth Subdivision—Locomotives in Groups G, H and I not permitted. Item 5d not permitted.

Fourteenth Subdivision—Locomotives in Groups G, H and I not permitted. Item 5d not permitted.

Fifteenth Subdivision—Item 5c not permitted between Linton and Zeeland. Maximum number of loaded cars handled—35.

Locomotive Restrictions

Two Locomotive's / Groups A, B, and C

Two Locomotive's / Groups D GP20 only

One Locomotive / Group D and E—GP30 or GP38 only

3. Train Register Exceptions—On Twelfth Subdivision Independence, LaMoure, Pingree and Carrington—Register when directed.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

5. Rule 99—On Twelfth Subdivision, unless otherwise provided, protection against following trains is not required between Oakes and Jamestown and between New Rockford and Esmond. When required to flag, distance will be 1.5 miles. On Thirteenth, Fourteenth and Fifteenth Subdivisions, unless otherwise provided, protection against following trains is not required. When required to flag, distance will be 1 mile.

6. Oberon—Trackage between Oberon and Minnewaukan is considered industrial trackage, Rule 105 applies.

Regan—Trackage between MP 80.0 and 81.3 is considered industrial trackage. Rule 105 applies. Switchpoint derails installed on the main track at MP 80.0.

7. On Twelfth Sub from Oakes to Independence (MP 14.8 to MP 0.0), LaMoure to Adrain (MP 48.5 to 27.0) Maddock to Esmond (MP 15.0 to MP 28.1), the Thirteenth Sub (Pingree to Regan MP 0.0 to 80.0) and Fourteenth Sub (Carrington to Turtle Lake MP 6.0 to 85.0) is considered accepted track FRA Standard 213.4.

1. No trains operated in excess of 10 MPH.
2. No revenue passenger trains operated.
3. No freight trains shall be operated that contain more than 5 cars that require to be placarded by the Hazardous Material Regulations.

8. Jamestown—First Subdivision Special Instructions govern.

9. Railroad Crossings not Indicated at Station—

Soo Crossing—1.0 miles west of Moffitt—(Fifteenth Sub.)

Soo Crossing—Carrington MP 43.2 (Twelfth Sub.)

10. Train Register Locations—

Subdivision	Register Location
Twelfth Subdivision	Independence—West Wye switch phone booth
Thirteenth Subdivision	LaMoure—Depot
Fourteenth Subdivision	Phone Booth West Wye switch Pingree
	Section Headquarters Carrington

11. Track Warrent Control—In effect on the Twelfth, Thirteenth, Fourteenth, and Fifteenth Subdivisions and per MW Rule 35 Train Location lineup must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Oakes Jct.	16th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	03209	76.5		0.0	OAKES JCT.	JY
					12.5	
	53291	89.0		12.5	MOORETON	
					5.9	
	53297	94.9		18.4	BARNEY	
					6.2	
	53303	101.1		24.6	WYNDMERE	A
					9.8	
	53312	110.9		34.4	DE LAMERE	TWC
					6.1	
	53319	117.0		40.5	MILNOR	
					5.5	
	53322	122.5		46.0	HOVING	
					4.9	
	53329	127.4		50.9	GWINNER	
					7.0	
	53336	134.4		57.9	STIRUM	
					7.5	
	53343	141.9		65.4	CRETE	
					8.0	
	56969	149.9		73.4	KS OAKES	BJRTY

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

Train Dispatcher Calls—Milnor-56

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Church Ferry	17th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	05402	0.0		0.0	CHURCH FERRY	JTY
					15.4	
2,592	58015	15.3		15.4	CANDO	
					12.5	
	58028	28.0		27.9	BISBEE	U
					7.3	
	58035	35.0		35.2	PERTH	
					12.2	
	58047	47.3		47.4	ROLLA	

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

Train Dispatcher Calls—Bisbee-08

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Rugby	18th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	05441	0.0		0.0	RU RUGBY	JTY
					12.8	
	58213	12.5		12.8	BARTON	
					8.4	
	58221	21.0		21.2	WILLOW CITY	
					16.9	
	58238	37.9		38.1	BOTTINEAU	
					6.7	
	58245	44.5		44.8	CARBURY	TWC
					11.8	
	58256	56.3		56.6	ROTH	
					5.1	
	58262	61.5		61.7	LANDA	
					5.5	
	58267	67.0		67.2	WESTHOPE	

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

Train Dispatcher Calls—Carbury-07

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Towner	19th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	05460	0.0	270	0.0	TOWNER	JTY
	58322	22.0		22.1	UPHAM	TWC
	58335	34.8		34.8	NEWBURG	

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

Train Dispatcher Calls—Towner-07

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Granville	20th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	05481	0.0	271	0.0	GRANVILLE	JTY
	58413	12.9		13.0	DEERING	
	58424	24.3		24.5	GLENBURN	TWC
	58435	35.1		35.3	LANSFORD	U
	58446	46.2		46.4	MOHALL	
	58454	54.0		54.2	LORAIN	

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

Train Dispatcher Calls—Lansford-10

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

Oakes Jct. and MP 117.0 Milnor (Sixteenth Subdiv.)	25 MPH.
MP 117.0 Milnor and MP 148.4 Oakes.....	30 MPH.
Churches Ferry and Rolla (Seventeenth Subdiv.)	25 MPH.
Rugby and Westhope..... (Eighteenth Subdiv.)	30 MPH.
Towner and Newburg..... (Nineteenth Subdiv.)	10 MPH.
Granville and Lorain..... (Twentieth Subdiv.)	25 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted on all Subdivisions and Item 5c not permitted on Nineteenth Subdivision.

On Sixteenth Subdivision—Locomotives in Groups G, H and I not permitted between Oakes Jct. and Oakes.

On Seventeenth Subdivision—Locomotives in Groups G, H and I not permitted. Locomotives in Group I not permitted on wye at Churches Ferry.

On Eighteenth Subdivision—Locomotives in Group I not permitted between Rugby and Westhope.

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

On Twentieth Subdivision—Locomotives in Group I not permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

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

6. Rugby—Normal position of north wye switch is for west leg of wye.

7. Railroad Crossings not indicated at Station—

Soo Crossing 0.1 miles east of Wyndmere gate lined for Soo.....	(16th Subdiv.)
Soo Crossing 7.4 miles west of Willow City.....	(18th Subdiv.)
Soo Crossing 4.0 miles east of Newburg.....	(19th Subdiv.)

8. Rolla—Trackage between MP 46.46 and MP 47.3 on 17th Subdivision is considered industrial trackage. Rule 105 applies.

Westhope—Trackage between MP 66.86 and MP 67.70 on 18th Subdivision is considered industrial trackage Rule 105 applies. Derails placed on Main Track at MP 66.86.

Lorain—Trackage between MP 53.4 and MP 54.0 on 20th Subdivision is considered industrial trackage and Rule 105 applies.

9. Nineteenth Subdivision between Towner and Newburg (MP 0.0 and MP 34.8) is considered excepted track FRA Standards 213.4.

1. No trains operated at speeds in excess of 10 MPH.

2. No revenue passenger trains operated.

3. No freight train shall be operated that contains more than 5 cars that require to be placarded by the Hazardous Material Regulations.

10. Track Warrent Control—In effect on Sixteenth, Seventeenth, Eighteenth, Nineteenth and Twentieth Subdivisions and per MW Rule 35 Train Location lineup must be obtained.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Berthold	21st Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
1,913	00939	0.0	263	0.0	BERTHOLD	JY
	58620	20.4		20.5	COULEE	
	58627	27.2		27.5	KENASTON	
1,703	58634	33.9		34.2	NILOBE	JY
	58641	40.6		40.9	COTEAU	
	58655	54.8		55.1	LIGNITE	TWC
	58657	57.0		57.2	LIGNITE JCT.	JY
	58665	64.5		65.2	KINCAID	
	58669	69.0		69.2	LARSON	
	58675	75.3		75.5	NOONAN	
	58688	89.5		88.7	CROSSBY	RTY

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

Train Dispatcher Calls—Kenaston-01

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Niobe	22nd Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	58634	0.0	264	0.0	NILOBE	JY
	58708	8.0		8.3	BOWBELLS	A
	58721	20.8		21.1	NORTHGATE	Y
	58723	21.5		21.7	BOUNDARY LINE	JY

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

Train Dispatcher Calls—Northgate-02

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Stanley	23rd Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	00970	0.0		0.0	STANLEY	JT
	58812	11.7		13.2	LOSTWOOD	
	58825	24.6		26.0	POWER'S LAKE	
	58832	31.7		33.1	BATTLEVIEW	
	58838	38.0	265	39.5	MCGREGOR	TWC
	58850	50.4		51.8	WILDROSE	
	58864	64.3		65.7	ALAMO	
	58870	69.8		71.2	APPAM	
	58875	74.6		76.0	ZAHL	
	58887	87.1		88.0	GRENOIRA	T

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

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

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Berthold and Crosby (Twenty-First Subdiv.) 30 MPH.
 Niobe and Boundary Line (Twenty-Second Subdiv.) 40 MPH.
 Niobe and Bowbells
 At MP 8.1 over
 highway 8 (Twenty-Second Subdiv.) 30 MPH.
 Stanley and MP 50.0 (Twenty-Third Subdiv.) 30 MPH.
 MP 50.0 and Grenora (Twenty-Third Subdiv.) 25 MPH.
 Trains handling loaded C-6 or loaded 100 ton open top
 hopper cars between MP 44.0
 and MP 76.0 (Twenty-First Subdiv.) 10 MPH.
 Grenora—Engine or leading car over Main Street
 crossing (Twenty-Third Subdiv.) 15 MPH.
 Item 1A, All Subdivisions, applies.
- Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Twenty-First Subdivision—Locomotives in Groups G, H and I not
 permitted between Niobe and Crosby.
 Twenty-Third Subdivision—Locomotives in Group I not permitted.
- Train Register Exceptions—**
 Niobe and Lignite Jct.—Register when directed.
- Clearance Provisions and Exceptions Rule 82(A)—None.**
- Rule 99—**Twenty-First, Twenty-Second and Twenty-Third Subdi-
 visions unless otherwise provided, protection against following trains
 is not required. When required, distance will be 1 mile.
- Automatic Interlockings not Indicated at Station—**
 Soo Crossing 1.5 miles east of Bowbells on Twenty-Second
 Subdivision.
- Northgate—**When using Canadian National tracks, Canadian
 National Railway Timetable and Rules govern.
- Northgate—**Six axle locomotives should not be turned on the wye.
- Larson—**When switching Baukol-Noonan mine do not shove cars
 west of scale house on east lead.
- Track Warrent Control—**In effect on Twenty-First, Twenty-
 Second and Twenty-Third Subdivisions and per MW Rule 35 Train
 Location lineup must be obtained.

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	Mon. thru Fri. 24 hrs.
	2 for yard forces	Continuous
Breckenridge	1	Continuous
Oakes	1	8:00 am-5:00 pm Tues. thru Sat.
Devils Lake	1	Continuous
Rugby	1	8:00 am-5:00 pm
Gavin Yard	1	Continuous
	2 for yard forces	Continuous
Valley City	1	7:00 am-3:00 pm Mon. thru Fri.
Jamestown	1	Continuous
Minot	1	Continuous

TRAIN DISPATCHERS PHONE NUMBERS

Company	Chief Dispatcher	Commercial
8-782-3415	W. H. Dzuck D. S. Hilleren D. D. Loonan	(612) 782-3415
	Subdivisions	
	Trick Dispatcher	
8-782-3405	1st, 9th, 10th, 11th, 12th, 13th, 14th & 15th.	(612) 782-3405
8-782-3403	2nd Breckenridge to Moorehead Jct., 5th Fargo to Grand Forks and 16th.	(612) 782-3403
8-782-3406	2nd Jy Jct. to No- lan, 3rd, 4th Casselton to Surrey, 5th Hannah Jct to Devils Lake, 6th, 7th, 8th, 17th & 18th.	(612) 782-3406
8-782-3407	4th Gavin Yd to Williston, 5th Devils Lake to Surrey, 19th, 20th, 21st, 22nd, 23rd, 24th & 25th.	(612) 782-3407

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
1st Subdivision							
00692 Norpak	2.4 west of Mapleton	20	East	00934 Lonetree	4.1 west of Des Lacs	38	Both
00695 Dalrymple	5.3 west of Mapleton	37	West	00963 Palermo	7.0 west of Blaisdell	28	Both
03270 Wheatland	6.5 west of Casselton	23	East	01009 Ray	6.8 west of Temple	66	Both
03290 Oriska	2.8 west of Koldok	45	Both	5th Subdivision			
03301 Valley City Freight	5.1 east of Berea	Yard	Both	58114 Woford	14.0 west of York	32	Both
03301 Valley City Ind. Park06 west of Valley City	34	East	8th Subdivision			
03321 Urbana	3.9 west of Eckelson	55	East	57073 Hamar	6.3 west of Tolna	31	Both
03326 Ladish Spur	0.2 west of Spiritwood	Yard	East	9th Subdivision			
03339 Pillsbury Elevator	1.7 west of Jamestown	65	Both	56644 Ransom	2.6 west of Sheldon	5	East
03380 Tappen	3.1 west of Ladoga	46	Both	56657 Lisbon Pit	1.0 west of Lisbon	42	East
2nd Subdivision				12th Subdivision			
3M Spur	3.5 west of Wahpeton Jct. ..	80	West	57831 Minnewauken	10.8 west of Oberon	50	Both
Mindak Coop Beet Spur	4.0 west of Wahpeton Jct. ..	142	East	15th Subdivision			
Froedtert Malting	4.9 west of Wahpeton Jct. ..	160	West	57219 Dana	8.1 west of Moffitt	3	East
10007 Brushvale	7.4 west of Wahpeton Jct. ..	22	Both	16th Subdivision			
10033 Rustad	5.1 west of Comstock	35	Both	Streich Farms Spur	0.8 east of Oakes	11	East
68101 Simplat	9.9 west of Comstock	14	East	17th Subdivision			
00705 NSP Co. Spur	1.9 west of Jy Jct.	1	East	58007 Maza	7.1 west of Churchs Ferry ..	28	Both
Amenia	2.1 east of Vance	50	Both	18th Subdivision			
3rd Subdivision				58251 Souris	6.3 west of Carbury	40	Both
03250 Addison	3.8 west of Davenport	33	Both	20th Subdivision			
56507 Lynchburg	7.2 west of Chaffee Line Jct.	26	Both	58430 Forfar	5.2 west of Glenburn	13	East
56512 Chaffee	11.6 west of Chaffee Line Jct.	10	Both	21st Subdivision			
4th Subdivision				58607 Hartland	6.2 west of Berthold	21	Both
00715 Ayr	6.0 west of Absaraka	48	Both	58654 TXL Track	13.2 west of Coteau	33	Both
00750 Karnak	6.3 west of Luverne	40	East	58663 Stampede	5.9 west of Lignite Jct.	34	Both
00777 Glenfield	7.0 west of Sutton	45	Both	23rd Subdivision			
00790 Grace City	6.4 west of Juanita	38	Both	58818 Lunds Valley	6.3 west of Lostwood	24	Both
00815 Munster	6.8 west of New Rockford ..	30	East	58844 Hamlet	7.9 west of McGregor	25	Both
00827 Hamberg	6.1 west of Bremen	36	Both				
00839 Wellsburg	6.1 west of Heimdal	46	East				
00902 Genoa	6.4 west of Simcoe	38	East				
58515 Tatman	15.8 west of J. D. Switch ...	182	East				

LINE SEGMENT NUMBERS

YARD SEGMENT NUMBERS

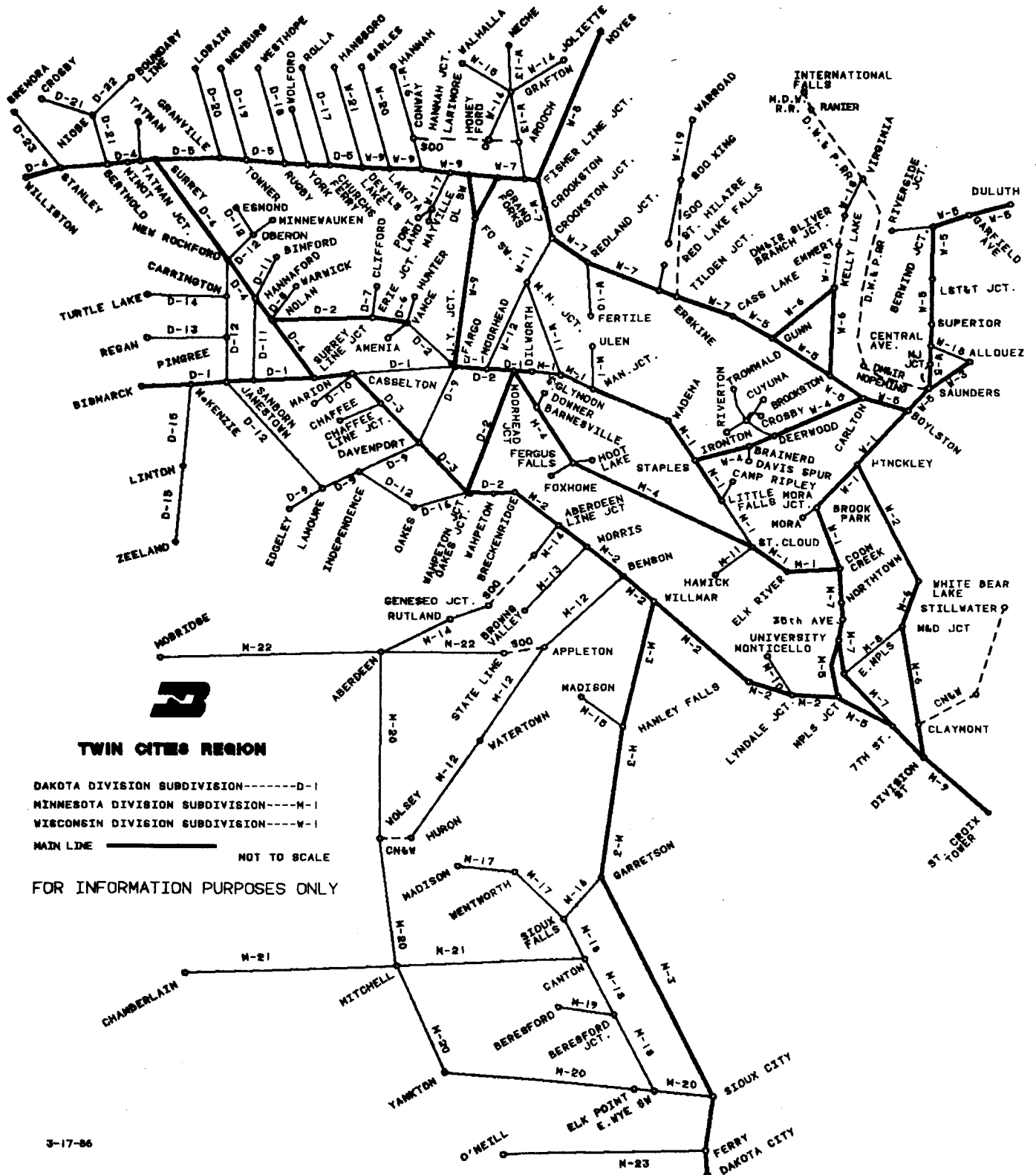
Line Segment	Yard	Mileposts
287	Jamestown—State Hospital	40.2 to 38.3
468	Gavin Yard	
560	Dilworth	
561	Fargo	
564	Breckenridge	
565	Minot Yard	
566	Jamestown	
569	Wahpeton (Milw)	

BALLAST PITS

Line Segment	Limits
583	Lisbon
584	Minot

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—Woford	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



**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			Time Per Mile		
Minutes	Seconds	Miles Per Hour	Minutes	Seconds	Miles Per Hour
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.