

BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.



Twin Cities Division

Timetable No. 3

IN EFFECT AT 0800

Central Continental Time

Wednesday, October 24, 2007

Division General Manager

M.C. Bruce

Minneapolis, Minnesota

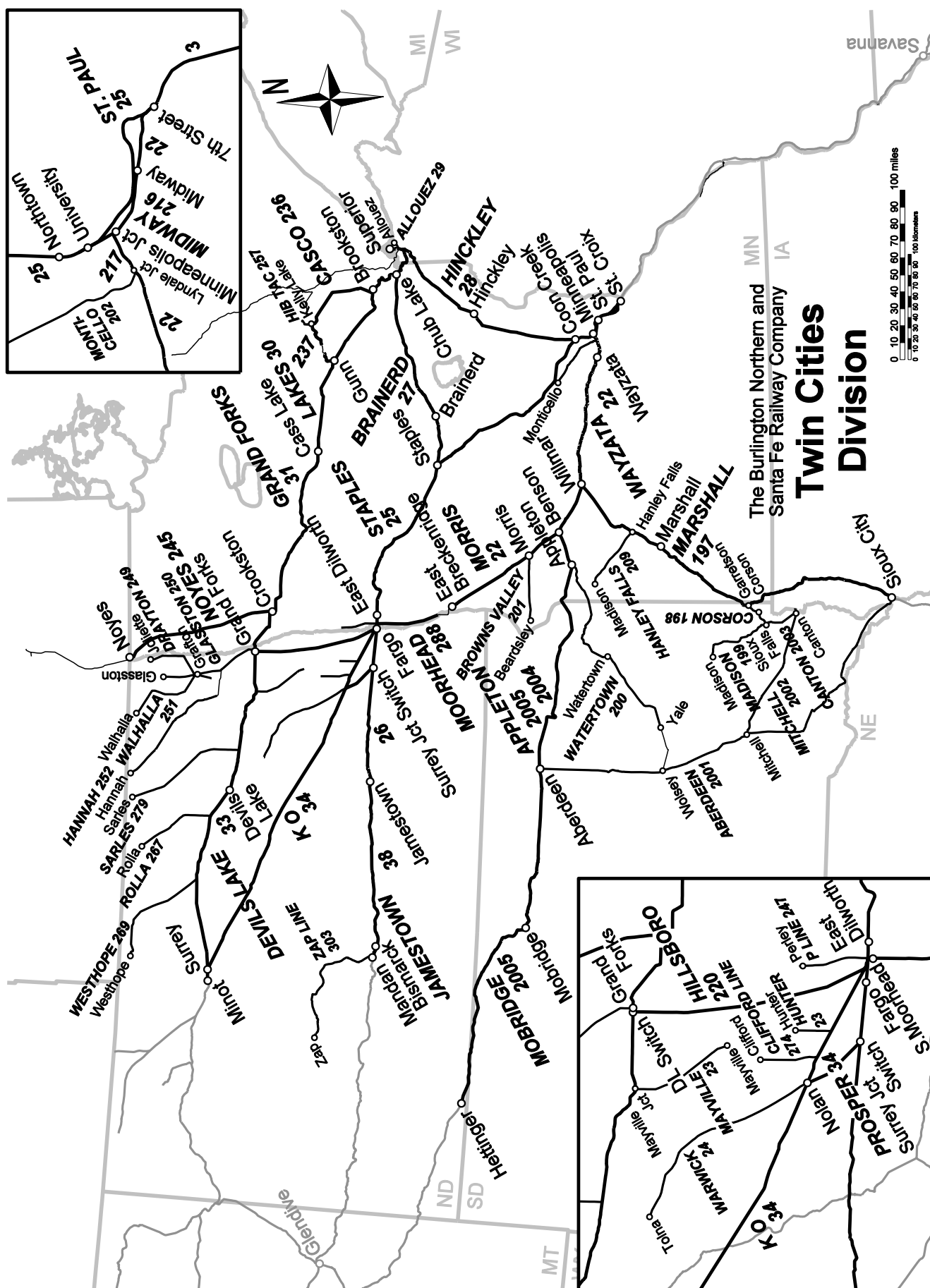
(763) 782-3467

General Director Transportation

D.C. Wolter

Minneapolis, Minnesota

(763) 782-3460



Division Managers

Aberdeen

L.A. INCHES Road Foreman Engines (605) 229-7224
 S.R. ORMAN Foreman Mechanical (605) 229-7207
 L.D. SANDERS Roadmaster (605) 229-7225
 T.L. SULLIVAN Trainmaster (605) 229-7222

Carlton

D.J. NOLANDER Signal Supervisor (218) 384-4353
 M.F. SANFORD Roadmaster (218) 384-4340

Dilworth

M.W. DELAVEGA Terminal Trainmaster (218) 291-2527
 D.L. GIBBS Trainmaster (218) 291-2529
 D.R. MATTHEWSON Asst. Trainmaster (218) 291-2442
 T.D. RODEN Foreman Mechanical (218) 291-2454
 J.E. RUBY Road Foreman Engines (218) 291-2566
 D.A. SCHERMERHORN Terminal Trainmaster (218) 291-2559
 C.D. STAUS Trainmaster (218) 291-2408
 K.G. WILLIAMS Terminal Trainmaster (218) 291-2571
 J.T. WRIGHT Terminal Manager (218) 291-2564

Fargo

M.J. DODGE Structures Supervisor (701) 280-7364
 D.A. DOUGLAS Structures Manager (701) 280-7240
 G.E. DUNAWAY Division Engineer (701) 280-7239
 D.N. HELBLING Supt. Oper. Practices (701) 280-7311
 C.M. JASMIN Superintendent Operations (701) 280-7220
 S.S. JUST Roadmaster (701) 280-7232
 R.R. MOVCHAN Asst. Roadmaster (701) 280-7234
 J.A. SWANSON Structures Supervisor (701) 280-7209
 R.K. UTGAARD Signal Supervisor (701) 280-7208
 G.M. WEATHERLY Roadmaster (701) 280-7230

Grand Forks

S.E. ERICKSON Asst. Roadmaster (701) 795-1236
 L.G. HANSEN Roadmaster (701) 795-1252
 P.H. HJERTSTEDT Terminal Manager (701) 795-1255
 M.B. KELLER Trainmaster (701) 795-7740
 G.W. MACKLEY Roadmaster (701) 795-1266
 P.J. RYAN Trainmaster/Rd. Foreman .. (701) 795-1202
 K.E. SLATER Foreman Mechanical (701) 795-1295

Grand Rapids

J.A. RAMSDELL Roadmaster (651) 298-2293

Jamestown

C.G. KEMMET Roadmaster (701) 253-3535
 M.R. RAU Roadmaster (701) 253-3514

Mandan

M.L. BACHMEIER Terminal Manager (701) 667-2285
 T.C. GALLAGHER Trainmaster (701) 667-2255
 L.A. HUIZENGA Signal Supervisor (701) 667-2220
 E.J. IRGENS Trainmaster (701) 667-7404
 R.B. IWEN Foreman Mechanical (701) 667-4643
 M.W. LONG Asst. Gen. Frmn. Mech. (701) 667-2264
 B.J. RAMEY Foreman Mechanical (701) 667-2263
 G.P. SEVERSON Foreman Mechanical (701) 667-2264
 W.C. SNIDER Gen. Foreman Mechanical (701) 667-2218
 P.A. YAUNEY Roadmaster (701) 667-2235

Minneapolis

L.H. BABLER Asst. Roadmaster (763) 782-3083
 J.D. BECK Terminal Superintendent (763) 782-3421
 S.J. BURRESS Asst. Structures Supervisor (763) 782-3209
 R.J. BURN Sup. Mtnce. Planning (763) 782-3065
 C. CANCHOLA Gen. Foreman Cars (763) 782-3372
 T.J. EDWARDS III Terminal Trainmaster (763) 782-3436
 J.D. EVERETT Sig. Const. Supervisor (651) 388-0152
 C.L. GOLDING Roadmaster (763) 782-3235
 W.V. GRAVES Foreman Mechanical (763) 782-3373
 R.E. HANSON Admin. Support-GDT (763) 782-3461
 G.P. JAEB Trainmaster (763) 782-3475
 C.R. JENSEN Foreman Mechanical (763) 782-3131
 D.D. JOHNSON Mgr. Roadway Planning (763) 782-3121
 J.L. JORDAN Asst. Gen. Foreman Cars .. (763) 782-3321
 R.J. JOUPPI Terminal Trainmaster (763) 782-3436
 R.E. KAISER Signal Supervisor (763) 782-3230
 C.E. KEELER Terminal Manager-Midway (651) 298-2255
 G.W. KNIGHT Foreman Mechanical (763) 782-3358
 M.L. KOETTER Manager Signals (763) 782-3484
 J.B. LANIER Structures Supervisor (763) 782-3310
 D.H. LASSER Mgr. Mtnce. Planning (763) 782-3104
 M.P. LEE Asst. Signal Supervisor (763) 782-3227
 M.A. LEONARD Mgr. Safety & Rules (763) 782-3294
 J.G. LEVERE Gen. Dir. Line Mtnce. (763) 782-3015
 J.N. LIGDAY Signal Supervisor (763) 782-3274
 V.E. MACKENROTH Terminal Trainmaster (763) 782-3307
 J.A. MARTINEZ Foreman Mechanical (763) 782-3131
 C.L. McGEE Foreman Mechanical (763) 782-3131
 M.J. McNABB Asst. Dir. Mtnce. Prod. (763) 782-3487
 R.J. MILLER Supt. Mech. Field Oper (763) 782-3154
 M.A. MOHRFELD Roadmaster (763) 782-3078
 C.C. MOREHOUSE Asst. Roadmaster (763) 782-3145
 M.C. OLSON Foreman Mechanical (763) 782-3131
 M.W. PARIS Superv. Maint. Planning (763) 782-3066
 E.E. PERCIVAL Director of Administration ... (763) 782-3480
 D.D. PERRY Division Engineer (763) 782-3479
 J.L. RICE Terminal Trainmaster (763) 782-3436
 K.P. RUUD Superv. Maint. Planning (763) 782-3071
 C.C. SCHALLER Admin. for Gen. Manager ... (763) 782-3458
 R.M. SICKLER Terminal Trainmaster (763) 782-3436
 R.L. SKUZA Terminal Trainmaster (651) 298-7055
 R.D. SUTHERLAND Superv. Maint. Planning (763) 782-3070
 C.J. SWANSON Field Prog. Mgr.-Medical (763) 782-3064
 A.J. TOLAND Terminal Trainmaster (763) 782-3436
 D.W. TREPANIER Terminal Manager (763) 782-3423
 J.N. UNZE Gen. Const. Super.-Signal .. (763) 782-3188
 G.A. WARNING Terminal Manager (763) 782-3481
 A.K. WEAVER Asst. Roadmaster (763) 782-3014
 Road Foreman Engines (763) 782-3239
 Roadmaster (763) 782-3236

Minot

C.M. BROOKS Terminal Manager (701) 837-6618
 D.G. JACOBSON Signal Supervisor (701) 837-6630
 B.A. KLINE Roadmaster (701) 837-6635
 C.A. LEIER Asst. Roadmaster (701) 837-6850
 A.D. SCHULER Trainmaster (701) 837-6819
 S.M. URWILLER Roadmaster (701) 837-6614
 D.F. WALLIN Trainmaster (701) 837-6604
 J.A. ZUCK Asst. Gen. Foreman Mech. (701) 837-6825

Motley

L.K. FLICKINGER Roadmaster (651) 298-7772

Sioux City

J.D. DOUGLAS Trainmaster (712) 279-7200

D.J. GIBSON Asst. Roadmaster (712) 279-7250

T.A. LEICESTER Roadmaster (712) 279-7233

L.M. LUNCEFORD Trainmaster (712) 279-7222

Sioux Falls

M.P. CAROLAN Trainmaster (605) 373-4300

T.F. NEESER Roadmaster (605) 373-4310

St. Cloud

T.J. SHERECK Roadmaster (320) 259-3235

Superior

J.A. DUNKIN Foreman Mechanical (715) 394-1237

M.J. HALE Gen. Foreman Mech. (715) 394-1272

P.J. HAMELL Supt. Operations (715) 394-1221

H.G. JAMES Trainmaster (715) 394-1335

J.D. JOHNSON Structures Supervisor (715) 394-1224

K.W. JOHNSON Foreman Mechanical (715) 394-1273

F.T. JUNO Terminal Trainmaster (715) 394-1257

R.R. KAPPERUD Terminal Trainmaster (715) 394-1257

G.D. KUCHARYSKI Supervisor Taconite (715) 394-1337

L.J. MATTISON Trainmaster (715) 394-1211

S. NELSON Foreman Mechanical (715) 394-1265

F.A. PEKKALA Supervisor Taconite (715) 394-1338

J.L. RUDOLPH Asst. Roadmaster (715) 394-1231

M.J. SCHARTE Terminal Trainmaster (715) 394-1257

M.D. TAVES Terminal Trainmaster (715) 394-1257

S.J. UJKA Terminal Manager (715) 394-1333

W.E. VON HARZ III Road Foreman Engines (715) 394-1255

C.H. VONRUEDEN Roadmaster (715) 394-1235

Willmar

H.E. BEAM Terminal Manager (320) 231-5555

W.A. FRY Supt. Operations (320) 231-5560

B.J. KEMMET Trainmaster (320) 231-5556

B.L. SHULAND Trainmaster (320) 231-5566

J.S. STIVER Asst. Roadmaster (320) 231-7735

F. SWOYER Signal Supervisor (320) 231-5528

R.R. WALKER Division Engineer (320) 231-5522

B.D. WILSON Structures Supervisor (320) 231-7720

J.R. FLUCK Roadmaster (320) 231-5535

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Aberdeen Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		6000	512.7	SIoux CITY (East Yard)		Rule 6.28		6.4	
		60006	519.1	NORTH SIOUX CITY				6.5	
		60013	525.6	JEFFERSON				4.1	
			529.7	NORTH JEFFERSON				3.7	
		60021	533.4	SOUTH WYE SWITCH	J			0.6	
		60022	534.0	ELK POINT				8.6	
		60030	542.6	BURBANK				5.7	
		60035	548.3	VERMILLION				8.5	
		60041	556.8	MECKLING				6.1	
		60050	562.9	GAYVILLE				12.2	
		60063	575.1	YANKTON		TWC		5.6	
		60069	580.7	NAPA				10.2	
		60083	590.9	LESTERVILLE				11.4	
		60090	602.3	SCOTLAND				6.6	
		60097	608.9	KAYLOR				7.0	
		60104	615.9	TRIPP				5.5	
		60109	621.4	BEARDSLEY			2001	6.5	
		60116	627.9	PARKSTON				5.5	
		60121	633.4	DIMOCK				5.1	
		60127	638.5	ETHAN				11.5	
		60399	650.0	MITCHELL	J	Rule 6.28		15.0	
		60414	665.0	LETCHER				13.2	
		60427	678.2	WOONSOCKET				9.7	
		60437	687.9	ALPENA				16.7	
		60454	704.6	WOLSEY (DM&E Crossing)	AJ			23.1	
		60477	727.7	TULARE				10.1	
3,440		60487	737.8	REDFIELD				8.2	
		60495	746.0	ASHTON				11.0	
		60506	757.0	MELLETTTE				11.7	
		60518	768.7	WARNER				8.3	
			777.0	ABERDEEN SOUTH				1.6	
		54721	778.6	ABERDEEN	TBJ	Rule 6.28		265.9	

Radio Channel 66 in service.

Radio Channel 75-27 in service for yard forces Sioux City Terminal.

Radio Channel 36 in service for yard forces in Aberdeen.

Radio Call-In		
Aberdeen W. - 71(X)	Aberdeen E. - 01(X)	Aberdeen S. - 70(X)
Redfield - 86(X)	Huron - 81(X)	Mitchell - 69(X)
Scotland - 74(X)	Gayville - 64(X)	Emergency - Call 911
Sioux City North - Branch Line Dispatcher - 89(X)		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

(817) 234-2356

1. Speed Regulations

1(A). Speed—Maximum

MP 512.7 to MP 778.6 **Freight**
40 MPH.

1(B). Speed—Permanent Restrictions

Freight
MP 515.0 to MP 600.8 25 MPH.
MP 600.8 to MP 602.7 10 MPH.
MP 602.7 to MP 648.0 25 MPH.
MP 654.0 to MP 704.9 25 MPH.
MP 704.9 to MP 705.0 (Interlocking Wolsey) 12 MPH.
MP 705.0 to MP 710.0 25 MPH.
MP 727.7 (HER) (Main St. Tulare) 25 MPH.
MP 737.3 to MP 738.8 25 MPH.

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

1(D). Speed—Other

MP 512.7 to MP 515.0 20 MPH.
MP 648.0 to MP 654.0 10 MPH.
MP 161.3 to MP 160.5, Wolsey to Huron 10 MPH.
MP 777.0 to MP 778.0 (HER) 25 MPH.
Over 3rd St. and 6th Ave. xings (HER) 10 MPH.
MP 778.0 to MP 778.6 (East and West legs Wye) 10 MPH.
Industry and yard tracks 5 MPH.

When entering industry or yard tracks in Aberdeen Yard, trains or engines cannot exceed 7 MPH over the switch in a facing point movement with the following exceptions:

Geneseo Subdivision Jct. Switch
Great Northern Yard Switch
Drill Switch
Rip Lead Switch
East and West Fuel Dock Switches
East and West South Legs of Wye Switches
East and West No. 1, No. 2 and No. 4 Track Switches
East North Lead Switch
West Power Switch
Mardian's Switch
Roundhouse Lead Switch
DM&E American News Switch

Item 1(A) of the System Special Instructions applies between MP 544.0 and MP 778.6.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sioux City to Aberdeen 143 tons, Restriction E

Six-axle locomotives and six-axle derricks are permitted on the main track only and within Rule 6.28 territory at Sioux City between MP 512.7 and MP 515.0, at Mitchell between MP 648.0 and MP 654.0, and at Aberdeen between MP 777.0 and MP 778.6.

Six-axle locomotives are authorized on the shuttle facility elevator tracks at Jefferson, Beardsley, Mitchell, Loomis, Prairie Ethanol, Alpena, Wolsey, Redfield, Glacier Energy and Mellette and on the Stub Track at Beardsley. The maximum speed on these tracks is 10 MPH.

MP 542.6, Burbank to MP 724.7, Tulare—Trains over 16,000 tons not permitted.

At Huron on BNSF/DM&E Transfer, only four-axle locomotives allowed.

3. Type of Operation

TWC Limits—in effect:

MP 515.0 to MP 648.0
MP 654.0 to MP 777.0

Restricted Limits—in effect:

D&I wye trackage off the East Wye Switch at MP 533.4

4. General Code of Operating Rules Items

Rule 6.19—When flagging required distance will be 1.0 mile.

Trains that will operate on the DM&E trackage between Wolsey and Huron will receive their track warrants and track bulletins through direct phone contact with DM&E dispatcher in Sioux Falls (605-782-1441).

Rule 6.28—in effect:

Sioux City—MP 512.7 to MP 515.0

Huron—DM&E MP 160.5 to DM&E MP 161.3

Mitchell—MP 648.0 to MP 654.0

Aberdeen—MP 777.0 to MP 778.6

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 704.6

Rule 8.3—The normal position of main track switches does not apply at the following main track switches in Sioux City:

MP 222.96, 7th St. crossover;

MP 222.17, 18th St. crossover;

The main track switch at 31st St.; and

The north end of the new pass switch.

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

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Sioux City—All eastward trains, engines, or on-track equipment must contact the Yardmaster prior to departing the West Yard at MP 519.

Remote Control Operations—Signs located at MP 219.0 (Marshall Subdivision), MP 521.0 (Aberdeen Subdivision), and MP 101.4 (Sioux City Subdivision) designate the Remote Control Area at Sioux City.

Mitchell—Foreign railroads will interchange at Mitchell and must contact the dispatcher at Mitchell to obtain track warrants and General Track Bulletins before entering the Aberdeen Subdivision.

Loomis, SD; Prairie Ethanol—The east switch to Prairie Ethanol is at MP 657.47 and the west switch is at MP 657.96. The plant consists of:

Track	Name	Length (ft.)
2670	Loop Track	6956
2671	Ethanol Loadout	3269
2672	C6 Loadout	5695
2673	Storage	2716

Glacier Energy—The east switch to Glacier Energy is at MP 740.2 and the west switch is at MP 741.2. The plant consists of:

Track	Name	Length (ft.)
2680	Siding	5300
2681		3302
2682		1500
2683		1500
2684		1500
2685		2526
2686		2297

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

Test Mile Locations

WWD—MP 665 to MP 666

EWD—MP 774 to MP 773

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 103.6.3 and 103.2.1, dynamic braking on this subdivision between MP 513.1 and MP 724.7 is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments**Yard Line Segments****Line Segment Limits**

2012	.....	Sioux City East Yard
549	.....	Sioux City (Ex Milwaukee)
555	.....	Sioux City Yard
556	.....	Sioux City Terminal Co.
2011	.....	Mitchell Yard
2013	Aberdeen Yard

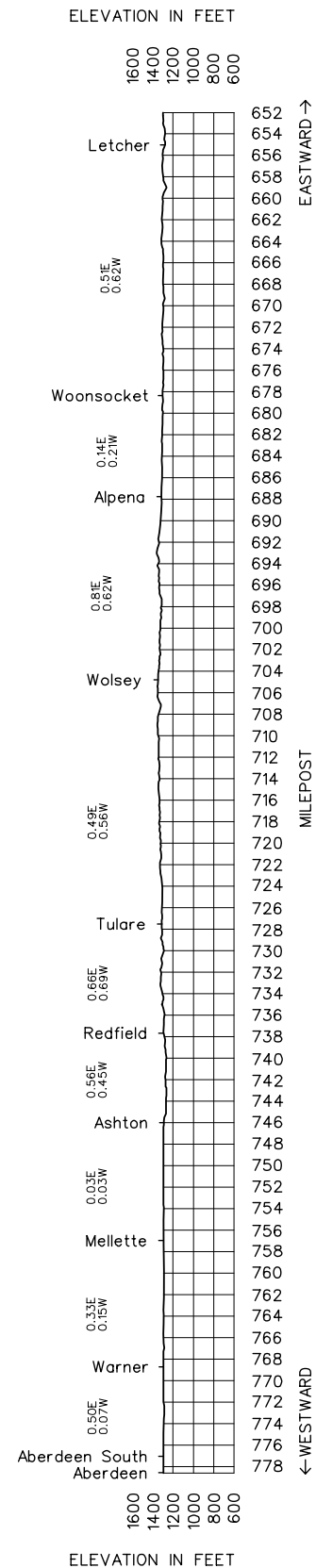
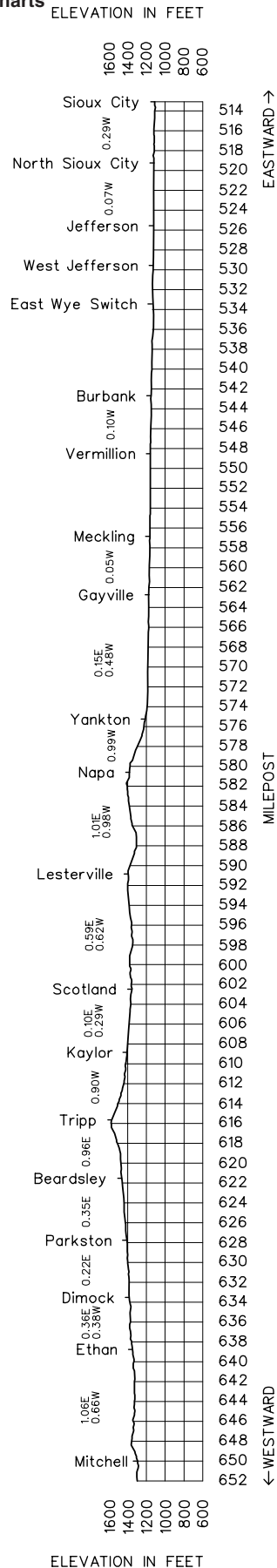
Road Line Segments**Line Segments Limits**

2001	Sioux City to Aberdeen
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9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Prairie Ethanol	7.7 miles west of Mitchell		Both
Wolsey Terminal	3.8 miles west of Wolsey	150	Both
54161 Huron	14 miles east of Wolsey	25	West
Glacier Energy	2.2 miles west of Redfield		Both

10. Grade Charts



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Allouez Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		52004	7.6	ALLOUEZ	BTX	Rule 6.28	29	0.3	
			7.9	KOPPERS SPUR				0.9	
			8.8	CRAWFORD CREEK				1.5	
		05010	10.3	SAUNDERS	JX	CTC		2.7	

Radio Channel No. 76 Allouez Yard and Superior Terminal

Radio Channel No. 66—Hinckley Dispatcher

Train Dispatcher Telephone Number—(817) 234-6409

Emergency Train Dispatcher Call—911

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 7.6 to MP 10.3	20 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Through turnouts at following locations:
Crawford Creek 20 MPH.

1(D). Speed—Other—None

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Allouez to Saunders 143 tons, Restriction C

3. Type of Operation

CTC—in effect:

MP 8.8 to MP 10.3—Crawford Creek to Saunders

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

MP 6.0 to MP 8.8—Allouez to Crawford Creek

Rule 6.32.4—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 330 feet to road crossing when there is an adjacent track.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Allouez—At both the old and new taconite unloading sheds, commonly known as the Index Plant, a red and yellow light has been installed on both ends of these buildings. If all the moveable 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, the train must stop before entering the shed, and trains inside shed must not move or be coupled into. If a red signal is displayed, no train, engine, or on-track equipment may enter the building. Trains and engines moving through the new and old unloading sheds must not exceed 5 MPH.

At Allouez Ship Loading Facility:

- Wear a personal flotation device when working on the ground within an arm's length of the water's edge.
- When exiting vehicle or equipment in close proximity to water, descend or exit on side opposite from the water.

Unless otherwise instructed by yardmaster, crews handling loaded taconite trains into the new and old car dump for unloading will do the following:

1. Engineer will release brakes.
2. Crew member will set sufficient hand brakes on head end.
3. Crew member will close 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 the crossing is not completed.

Distributed Power Operation—DP dock trains out of Allouez will run three trips between engine service and initial terminal inspection of the cars. Carmen will be inspecting doors after each trip and, if available, will give a roll-by on departure. If carmen are not available, the train will depart without a roll-by. (Some conventional dock sets may also run multiple trips. Be governed by the Yardmaster's instructions.)

When spotting a DP train for unloading, refer to the pocket reference guides available locally, or to ABTH rule 104.12.1. It is imperative that the remote engine be put into "idle" as the first step in deactivating the device temporarily. Before the train is turned over to Allouez for unloading, the engineer must physically go to the remote engine and isolate it. When this is done, the taconite personnel must be notified, on AAR radio channel 40, that all engines are isolated and that the train is ready for dumping.

Daily Inspection of Engines—Any engineers, including road engineers, who handle the train during these multiple trips are responsible for the daily inspection of the engines. Mechanical forces are responsible for the daily inspection when the engines are serviced after the third trip.

Linking of Trains and Initial Terminal Air Tests—In most cases this will be done by yard crews and/or hostlers. If available carmen may conduct the initial air brake test, in conjunction with the crew finishing up with the linking process (brake pipe and leakage test). If carmen are not available, the crew linking the train will complete the process, including brake pipe and leakage tests, and leave the train with the brakes released and charging, so the initial air brake test may be completed when carmen are available. When done in this order, the first crew to operate this train, whether switch crew, or outbound pool crew, must test the SAME/OPPOSITE switch per ABTH rule 105.9.

Any questions regarding the operation of DP trains should be addressed to your local Road Foreman of Engines.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments

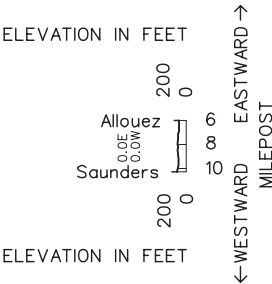
Road Line Segments

Line Segment Limits

29 Allouez to Saunders

9. Locations Not Shown as Stations—None

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Appleton Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		03123	0.0	BENSON	JT	Rule 6.28	200	7.1	
		54007	7.1	DANVERS		TWC		7.9	
		54015	15.0	HOLLOWAY				6.4	
		54021	21.4 577.9	APPLETON	gJ			1.4	
			579.0	WEST APPLETON			2004	14.8	
		08194	593.8	ODESSA				6.2	
	8,384	08200	600.0	ORTONVILLE		TWC ABS		0.7	
		08201	600.7	STATE LINE				1.5	
		08202	602.2	BIG STONE	M		2005	8.9	
	14,880	08211	611.1	MILBANK	JT			22.1	
	10,559	08233	633.2	SUMMIT		CTC		24.0	
	8,312	08257	657.2	WEBSTER				11.3	
	12,142	08568	668.5	BRISTOL			TWC ABS	9.6	
	9,302	08278	678.1	ANDOVER				9.8	
		08288	687.9	GROTON				14.4	
		08302	702.3	GREBNER				3.7	
			706.0	ABERDEEN EAST		Rule 6.28		1.0	
		54721	707.0	ABERDEEN	BJT			150.6	

Radio Channel 66 in service.

Radio Channel 36 in service for Yard Forces at Aberdeen.

Radio Call-In		
Aberdeen West - 71(X) Ch. 36	Aberdeen East - 01(X) Ch. 36	Summit - 95(X)
Webster - 73(X)	Andover - 94(X)	Appleton - 57(X)
Odessa - 02(X)		
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers—(817) 234-6403

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

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 707.0 **Freight**
40 MPH.

1(B). Speed—Permanent Restrictions

MP 577.9 to MP 579.1 10 MPH

1(C). Speed—Switches and Turnouts

Through all sidings and turnouts 10 MPH.
Big Stone—Maximum turnout speed through
Big Stone Power Switch, MP 602.2 20 MPH.

1(D). Speed—Other

Benson, MP 0.0 to MP 0.4, East Leg of Wye 10 MPH.
West Leg of Wye 5 MPH.
Aberdeen MP 706.0 to MP 709.1 20 MPH.
3rd and 6th Avenue crossing (HER) 10 MPH.

Item 1(A) of the System Special Instructions applies between MP 578.2 and MP 657.5 and between MP 666.5 and MP 703.0.

When entering industry or yard tracks in Aberdeen Yard, trains or engines cannot exceed 7 MPH over the switch in a facing point movement with the following exceptions:

Former Geneseo Subdivision Jct. Switch
Great Northern Yard Switch
Drill Switch
Rip Lead Switch
East and West Fuel Dock Switches
East and West South Legs of Wye Switches
East and West No. 1, No. 2 and No. 4 Track Switches
East North Lead Switch
West Power Switch
Mardian's Switch
Roundhouse Lead Switch

Item 1 of the System Special Instructions applies from MP 578.2 to MP 631.5 and from MP 641.0 to MP 657.5.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Benson to Aberdeen 143 tons, Restriction C

Freight trains over 100 TOB are permitted only on the following tracks:

- Main track between Benson and Aberdeen.
- Sidings at Andover, Bristol, Webster, Summit, Milbank, Ortonville and Plant Loop at Big Stone.
- Loaded coal trains permitted only on tracks 1, 2 and 4 at Aberdeen.
- Twin Brooks, Groton Ethanol, Grebner

At Appleton, 6-axle locomotives and 6-axle derricks not permitted on the runaround track or on any industry track.

3. Type of Operation

CTC—in effect:

MP 631.5 to MP 633.6

ABS—in effect:

MP 578.6 to MP 631.5

MP 633.6 to MP 706.0

TWC—in effect:

MP 1.0 to MP 631.5

MP 633.6 to MP 706.0

TWC Instructions

Manual Interlocking—Eastward and Westward absolute signals and dual control switch at Big Stone Switch (MP 602.1) are controlled by the train dispatcher. Method of operation for maintenance of way is track and time.

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

Rule 6.19—When flagging is required, distance will be 1.0 mile.

Rule 6.28—in effect:

Benson—MP 1.0 to MP 0.0

East and West legs of Wye.

Aberdeen—MP 706.0 to MP 709.1 (Mobridge Subdivision)

MP 118.6 to MP 115.1 (Former Geneseo Sub).

Derailed placed at MP 115.1

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 7.9—Recall Code 318

MP 585.3—Recall Code 028

MP 605.8—Recall Code 957

MP 628.6—Recall Code 958

MP 653.6—Recall Code 738

MP 670.7—Recall Code 947

MP 684.6—Recall Code 018

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

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

Eastward trains between MP 700 to MP 699

Westward trains between MP 605 to MP 606

Benson—The wye switch leading to the Appleton Subdivision and the switches on the East and West leg of the wye on the non-controlled siding at Benson may be left lined and locked as last used. Trains and engines must approach these switches expecting to find them lined against movement.

Appleton—Prior to entering TCW trackage, crews must contact TCW dispatcher and receive a track warrant indicating any bulletins in effect in yard limits at Appleton. Copies of the bulletins will be faxed to the location specified by the train crew, or may be copied by radio on BNSF forms. TCW dispatcher may be contacted via BNSF telephone 8-280-7338, public telephone (218) 280-7338, or AAR radio frequency 90 with radio call-in 83.

Protect Open Switch is in effect on the the Appleton Subdivision at the Jct. Switch, MP 21.4

At Appleton, normal position for gates are lined against TCW movements unless they have been immediately changed for TCW usage.

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

Big Stone Switch

Summit—East and West end of siding

Aberdeen Yard—West end

Normal position of Switch located at MP 578.8 is lined for BNSF Appleton Sub.

Normal position of Switch located at MP 579.0 is lined for BNSF Appleton Sub.

Big Stone Spur Track

MP 0.0 to MP 2.0 20 MPH.

MP 2.0 to MP 3.0 15 MPH.

MP 3.0 to Unloading facility 10 MPH.

Aberdeen—Rule 6.28 Track between MP 709.1 to MP 706 is non-signaled.

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

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 647.0 to MP 668.0

MP 623.0 to MP 624.0

8. Line Segments**Yard Line Segments****Line Segment Limits**

2013 Aberdeen

Ballast Pits**Line Segment Limits**

578 Appleton

586 Ortonville

Road Segments**Line Segment Limits**

200 Benson to Appleton

2004 Appleton to MP 680.5

2005 MP 676.5 to Aberdeen

209 Aberdeen Line Jct. MP 0.0 to MP 0.6

209 Aberdeen MP 118.4 to MP 115.08

For line segment only, the following is in effect:

MP 676A=677

MP 676B=678

MP 676C=679

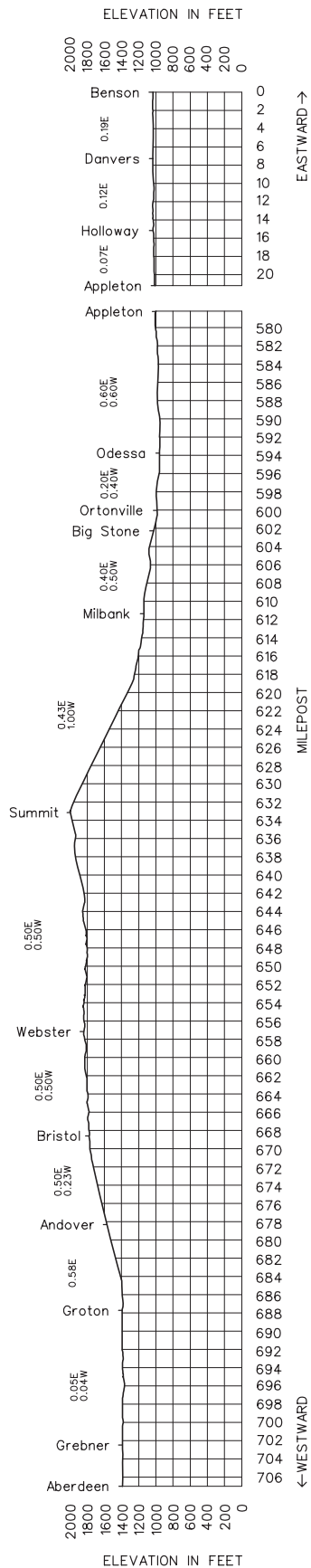
MP 676D=680

(Break point at MP 676.5 or 0.5 mile West of MP 676D)

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
08203 Dakota Granite	1.1 west of Big Stone	21	Both
08218 Twin Brooks	6.0 west of Milbank	125	Both
08246 Waubay	13.4 west of Summit	45	Both
08264 Holmquist	6.4 west of Webster	42	West
James Valley	1.0 west of Groton	60	Both
08299 Bath	11.1 west of Groton	19	East

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Siding Switch Mile Post Loc.	Mile Post	Brainerd Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				27.8	CHUB LAKE	J	CTC		0.7	
		05033		28.5	CARLTON				15.5	
	6,387	52138	43.7 45.0	44.0	CORONA				9.8	
	9,000	52147	52.6 54.4	53.8	WOODBURY				25.8	
	8,000	52173	78.3 79.9	79.6	KIMBERLY				31.9	
	8,946	52205	110.1 111.8	111.5	LOERCH				5.5	
		52212		117.0	BRAINERD	XBT			15.1	
	6,310	52226	131.9 133.1	132.1	PILLAGER				8.9	
	6,404	52235	140.9 142.1	141.0	MOTLEY				6.8	
		00567		147.8	STAPLES	JTX			119.4	

Radio Channel No. 66 in service East of MP 40.

Radio Channel No. 70 in service West of MP 40.

Radio Channel No. 85 in service Coon Creek to Staples.

Radio Channel No. 87 in service Staples to East Dilworth.

Radio Call-In		
Carlton - 84(X)	McGregor - 89(X)	Deerwood - 43(X)
Brainerd - 83(X)	Staples - 81(X)	Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Number—(817) 234-6408

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 27.8 to MP 147.8	49 MPH.
MP 27.8 to MP 117.0, unit trains over 100 TOB	40 MPH.
MP 117.0 to MP 147.8, trains over 100 TOB	45 MPH.

1(B). Speed—Permanent Restrictions

MP 59.5 to MP 60.7	30 MPH.
(Consider this "disturbed track", ABTH Rule 103.12 applies)	
MP 86.4 to MP 87.4	30 MPH.
(Consider this "disturbed track", ABTH Rule 103.12 applies)	
MP 93.6 to MP 98.7	35 MPH.
MP 118.1 to MP 119.4, Brainerd (HER)	25 MPH.
MP 118.1 to MP 119.4	35 MPH.

1(C). Speed—Switches and Turnouts

Through turnout at Chub Lake	25 MPH.
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1(D). Speed—Other

Through all switches and sidings	10 MPH.
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Temperature Restrictions

Chub Lake to Staples—Between 1100 and 2000, from Carlton to Brainerd (MP 27.8 to MP 118.0) when the ambient temperature exceeds 80 degrees Fahrenheit, all trains must not exceed 30 MPH.

Cold Weather Speed Restrictions

When the temperature is -25 degrees Fahrenheit or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.

Item 1(A), System Special Instructions, applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Chub Lake to Staples 143 tons, Restriction A

3. Type of Operation

TWC—in effect:

MP 27.9 to MP 147.8 - Chub Lake to Staples

CTC—in effect:

MP 27.8 to MP 27.9 - Chub Lake

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures

MP 122.1—Recall Code 248

B. Other TWD locations

MP 51.2—Recall Code 898

MP 70.7—Recall Code 897

MP 88.1—Recall Code 838

MP 108.0—Recall Code 837

6. FRA Excepted Track—None

7. Special Conditions

Aitkin—No six-axle locomotives allowed on other than main track.

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

Sidings—Trains of 25 cars or more exceeding 100 TOB are not permitted to use any sidings except Woodbury and Loerch.

Automatic switches—are located at:

Woodbury Siding—east and west switch

Kimberly Siding—east and west switch

Loerch Siding—east and west switch

Motley Siding—east and west switch

Test Mile Locations

MP 46.0 to MP 47.0

MP 137.0 to MP 138.0

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments

Yard Line Segment

523 Brainerd Shop

525 Brainerd

Road Line Segment

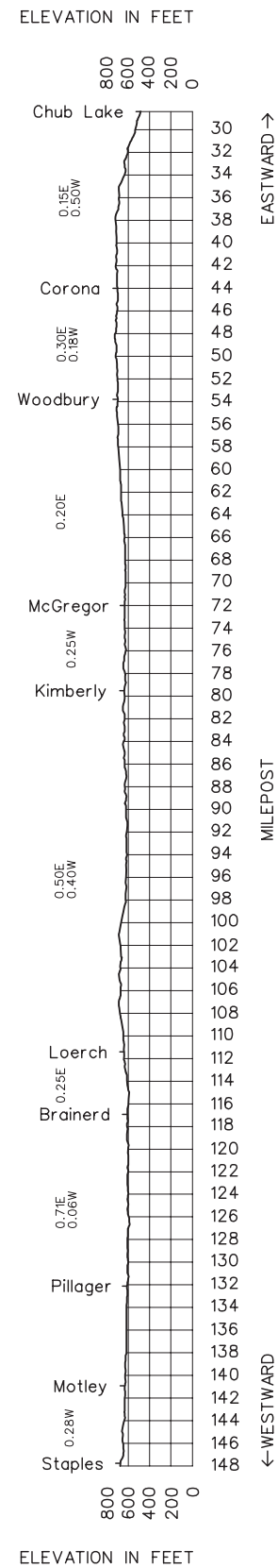
27 Chub Lake to Staples

207 MP 136.15 to MP 135.78

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
52132 Sawyer	9.7 west of Carlton	5	East
52143 Cromwell Industrial	3.8 east of Woodbury	25	Both
52165 McGregor	7.6 east of Kimberly	33	East
52185 Aitkin	11.9 west of Kimberly	40	Both
52195 Deerwood	9.6 east of Loerch	3	West
52200 MacMillen Blodell Spur	5.1 east of Deerwood	12	West
52218 Klein Spur	6.1 west of Brainerd	25	East

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Browns Valley Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	03148	0.0	MORRIS	JTXR	Rule 6.28		7.2
	54507	7.2	ALBERTA				6.1
	54513	13.3	CHOKIO				5.9
	54519	19.2	JOHNSON				7.0
	54526	26.2	GRACEVILLE				5.9
	54532	32.1	BARRY				7.3
	54539	39.4	BEARDSLEY		Rule 6.28		39.4

Radio Channel No. 54 in service.

Radio Call-In
Morris - 54(X)
Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5

Train Dispatcher Telephone Numbers

(817) 234-6403

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

MP 0.0 to MP 39.4 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

Morris MP 0.0 to MP 0.4 (East and West Legs of Wye) 5 MPH
 Morris MP 0.4 to MP 1.5 10 MPH
 Beardsley MP 38.8 to MP 40 10 MPH

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

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

Morris to MP 9.0 (Alberta) 143 tons, Restriction D
 Alberta to MP 40.0 134 tons, Restriction G

Six-axle locomotives and six-axle derricks not permitted between MP 9.0 and MP 39.4.

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

3. Type of Operation**TWC**—in effect:

MP 1.5 to MP 38.8

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

Rule 6.19—When required to flag, distance will be 1.0 mile.

Rule 6.28—in effect:

Morris—MP 0.4 (Tail Switch) to MP 1.5 (Station Sign)

East and West Legs of Wye.

Beardsley—MP 38.8 to MP 39.4

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track**—None**7. Special Conditions**

Roll-by Inspections—Train crews are required make a roll-by inspection at the initial terminal. A roll-by of one side is always required. Both sides should be inspected if delay to the train will not result. The roll-by inspection must be made at a speed not exceeding 10 MPH.

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 103.6.3 and 103.2.1, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

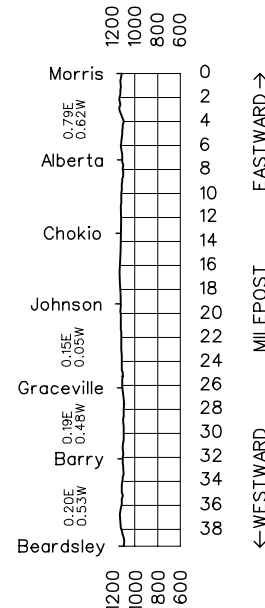
Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments**Road Line Segments****Line Segment Limits**

201 Morris to Beardsley

9. Locations Not Shown as Stations—None**10. Grade Chart**

ELEVATION IN FEET



ELEVATION IN FEET

Length of Siding (Feet)	Station Nos.	Mile Post	Canton Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	60320	50.5	CANTON	JT	TWC	2003	10.8
	60308	61.3	HARRISBURG				8.2
	60301	69.5	SOUTH YARD	R		199	0.5
	54418	70.0	SIOUX FALLS (CNW Lead)	BJTUR			19.5

Radio Channel No. 66 in service.

Radio Channel No. 36 for in yard at Sioux Falls.

Radio Call-In
Sioux Falls- 90(X)
Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5

Train Dispatcher Telephone Numbers

(817) 234-2356

1. Speed Regulations

1(A). Speed—Maximum

Freight
MP 50.5 to MP 70.0 40 MPH.

1(B). Speed—Permanent Restrictions

MP 66.0 to MP 68.2 25 MPH.
MP 69.5 to MP 70.0 10 MPH.

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

1(D). Speed—Other

MILW Transfer Track 10 MPH.
Canton wye Tracks 10 MPH.
Industry, yard track (except Sioux Falls Yard) and sidings 5 MPH.
Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Canton to Sioux Falls 143 tons, Restriction D

Six-axle locomotives and six-axle derricks permitted on the main track and on the elevator track at Canton, MP 50.0 only. On the elevator trackage at Canton, locomotives Not permitted on the spur tracks or over the scale on Elevator Track No. 4.

3. Type of Operation

TWC—in effect:
MP 50.5 to MP 68.2

Restricted Limits—in effect:
Sioux Falls—MP 68.2 to MP 70.0

4. General Code of Operating Rules Items

Rule 6.19—When required to flag, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Canton—The north switch on the Wye Track will be lined and locked for the Mitchell Subdivision.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Canton Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 66.8 to MP 67.7

8. Line Segments

Yard Line Segments

Line Segment Limits

554 Sioux Falls

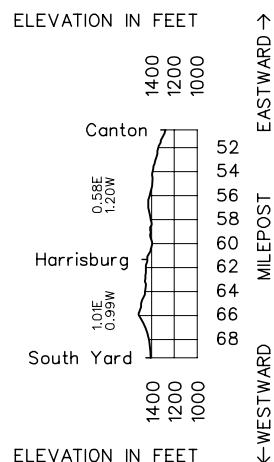
Road Line Segments

Line Segment Limits

2003 Canton to South Yard
199 South Yard to Sioux Falls

9. Locations Not Shown as Stations—None

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Siding Switch Mile Post Loc.	Mile Post	Casco Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
		05055		58.0	BROOKSTON	J			11.4	
	7,686	52311	68.3 69.8	69.2	BADEN			236	13.6	
	7,664	52325	81.9 83.4	82.7	FERMOY		CTC		25.3	
		52401		107.5 0.0	KELLY LAKE	BJT			6.7	
		52354	2.3 4.8	3.8	KEEWATIN				9.6	
		52362		9.4	NASHWAUK			237	12.0	
		52376		21.4	BRAXTON JCT.		TWC		4.6	
		52382		25.8	CANISTEO				5.2	
		05106	24.7 25.8	31.3	GUNN	JT	CTC		88.4	

Radio Channel No. 85 in service.

Radio Call-In		
Floodwood - 94(X)	Grand Rapids - 92(X)	Kelly Lake - 98(X)
Brookston - 97(X)	CN Dispatcher - Iron Jct. 95	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Number—(817) 234-6409**1. Speed Regulations****1(A). Speed—Maximum**

	Freight
MP 58.0 to 107.5	50 MPH.
MP 0.0 to MP 31.3	40 MPH.

1(B). Speed—Permanent Restrictions

MP 59.1 to MP 59.3	12 MPH.
MP 68.3 to MP 69.8 (HER) EWD only	40 MPH.
Over Holman Bridge A-49A between MP 20.0 and MP 21.0	25 MPH.
MP 107.0 to MP 0.2 (K.D. leg of wye)	10 MPH.
MP 107.3 to MP 0.2 (K.Y. leg of wye)	10 MPH.
MP 107.3, EWD trains approaching EBCS, K. Y. Jct.(HER)	20 MPH.
MP 9.3, EWD trains over crossing (HER)	35 MPH.
MP 31.3, trains approaching EBCS, Gunn (HER)	20 MPH.

1(C). Speed—Switches and Turnouts

Trains or engines entering or leaving siding on clear signal and through turnouts at following locations:	25 MPH.
Baden	25 MPH.
Fermoy	25 MPH.
Keewatin	10 MPH.
Gunn (Casco main to Lakes main)	25 MPH.
Gunn (west leg of wye)	5 MPH.

1(D). Speed—Other

Over scale at US Steel at Keewatin	5 MPH.
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Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over	40 MPH.
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Item 1(A), System Special Instructions, applies between Kelly Lake and Gunn.

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

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

Brookston to Gunn	143 tons, Restriction A
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3. Type of Operation**CTC—in effect:**

MP 58.0 to MP 4.9 - Brookston to Keewatin
MP 107.3 (KY Jct) to MP 0.4 (West Kelly Lake)

TWC—in effect:

MP 4.9 to MP 31.2

Control Points Not Indicated as Stations

West Kelly Lake (MP 0.4, west leg of wye)

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
MP 67.0—DED—EWD only—Recall Code 977
- B. Other TWD locations
MP 67.0—DED—WWD only—Recall Code 977

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

Taconite cars—For freight trains with more than 6000 trailing tons and that are handling empty taconite cars, the empty taconite cars must be placed at the rear of the train.

Calumet to Canisteo—From MP 19.8 to MP 24.5, the main track will be used jointly by BNSF and CN. Authority for train movements is controlled by the BNSF train dispatcher, and BNSF Operating Rules, Timetable and System Special Instructions govern.

Kelly Lake—The dual control switch at MP 106.1 that governs 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 that governs movement from the east via Kelly Lake toward Gunn is the “K.D. Jct.” switch. The dual control switch at MP 107.3 that governs movement from the west to Gunn is the “K.Y. Jct.” switch. At Kelly Lake, trains exceeding 100 TOB are not allowed on tracks 1, 2 and 3.

Trackage between Emmert, Keenan and Virginia will be governed by CN current timetable and special instructions. These will be available at the Kelly Lake Depot.

Keewatin Taconite—Hard hats are required at Keewatin Taconite and are available at the Load Out Pocket.

US Steel 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 the signal will display a permissive yellow color aspect. Do not exceed 5 MPH when moving over the scale.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 89.0

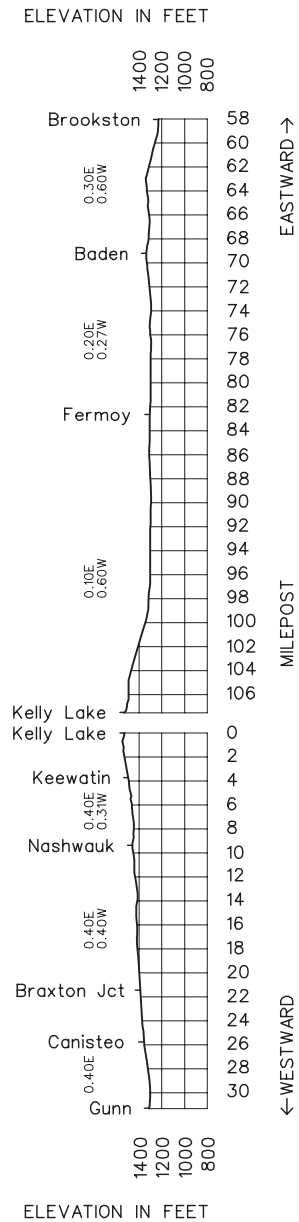
8. Line Segments**Road Line Segments****Line Segment Limits**

260	US Steel Taconite
236	Brookston to Kelly Lake
237	Kelly Lake to Gunn

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
52338 Old Onega Spur	13.2 west of Fermoy	6	East

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Corson Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		07204	127.3	GARRETSON	JTR			8.2	
		54408	135.5	CORSON		TWC		10.2	
		54418	145.7	SIOUX FALLS	BJTUR		198	1.4	
			147.10	END OF SUBDIVISION				19.8	

Radio Channel 36 in service for yard forces Sioux Falls area.

Radio Channel 70 in service for balance of subdivision.

Radio Call-In	
Sioux Falls - 90(X)	Garretson - 65(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Number—(817) 234-6404

1. Speed Regulations

1(A). Speed—Maximum

MP 127.3 to MP 147.1 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 142.9 to MP 147.1 10 MPH.

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

1(D). Speed—Other

MP 145.4 and MP 145.6, Street Crossings (HER) 5 MPH.

Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Garretson to Sioux Falls 143 tons, Restriction D

3. Type of Operation

Restricted Limits—in effect:

MP 127.3 to MP 128.7

MP 142.9 to MP 145.7

TWC—in effect:

MP 128.7 to MP 142.9

4. General Code of Operating Rules Items

Rule 6.28—Rule 6.28 is in effect from MP 145.7 to MP 147.1.

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Garretson—West wye switch to Corson Subdivision may be left lined as last used, however, it must be locked. Trains and engines must approach these switches expecting to find them lined against movement.

Corson—The switch to Concrete Materials, MP 134.77, is for normal use by the Ellis and Eastern Railroad only. If the switch is used by BNSF trains, engines, or equipment; notify the supervisor at (605) 728-2966 within 24 hours. Notify by the first available means of communication.

Sioux Falls—When operating in the CNO Yard, trains approaching the 6th Street crossing at MP 145.4 must stop clear of the crossing until the crossing signals have been activated and operating long enough to provide warning.

"Stop and Wait 20 Seconds" signs have been installed at 17th St., MP 146.48 between Track 1 and Track 2 for both tracks in both directions and on Track 5 for movement in both directions.

Stop and Wait 20 Seconds signs have been installed for the CNW Main at Lowell, MP 143.87 for Eastward Movement.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Corson Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 129.0 to MP 132.0

MP 134.0 to MP 135.0

MP 136.0 to MP 137.0

MP 138.0 to MP 143.0

8. Line Segments

Yard Line Segments

Line Segment Limits

554 Sioux Falls Yard

Road Line Segments

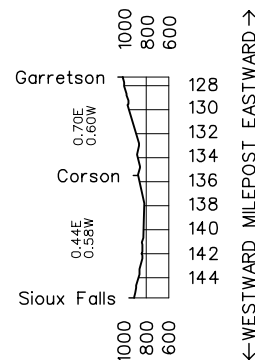
Line Segment Limits

198 Garretson to Sioux Falls

9. Locations Not Shown as Stations—None

10. Grade Chart

ELEVATION IN FEET



ELEVATION IN FEET

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Devils Lake Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segments	Miles to Next Stn.	EAST WARD ↑
			111.4- 0.4	DL SWITCH		MJT		11.9	
	7,380	05310	12.3	EMERADO				6.0	
		05316	18.3	ARVILLA				5.4	
		05322	23.7	MAYVILLE JCT.	J			0.6	
		05323	24.3	LARIMORE				2.4	
		05325	26.7	HANNAH JCT.	J			11.6	
		05336	38.3	NIAGARA				6.2	
		05343	44.5	PETERSBURG				5.8	
	8,575	05348	50.3	MICHIGAN				10.4	
	8,695	05359	60.7	LAKOTA	JT			8.9	
		05368	69.6	DOYON				4.9	
		05373	74.5	CRARY		TWC ABS	33	10.8	
	10,530	05383	85.3	DEVILS LAKE	BTX			18.9	
	4,361	05402	104.2	CHURCHES FERRY	JT			11.5	
	8,115	05414	115.7	LEEDS				6.2	
		05420	121.9	YORK	JT			5.9	
		05426	127.8	KNOX				5.6	
		05432	133.4	PLEASANT LAKE				9.0	
	6,160	05441	142.4	RUGBY	JT			5.2	
		05446	147.6	TUNBRIDGE				13.7	
	7,870	05460	161.3	TOWNER				19.7	
		05461	182.0	GRANVILLE				6.9	
		05487	188.9	NORWICH				7.4	
		05485	196.3	SURREY	JX	CTC		194.9	

Radio Channel No. 66 in service.

Radio Call-In		
Devils Lake - 19(X)	Leeds - 10(X)	Towner - 09(X)
Gavin - 97(X)	Larimore - 31(X)	Grand Forks - 96(X)
Lakota - 18(X)		
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

(817) 234-6421, 1-800-382-7809

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

	Passenger	Freight
MP 0.4 to MP 196.3	79 MPH.	50 MPH.
Trains over 100 TOB		45 MPH.

1(B). Speed—Permanent Restrictions

MP 18.8 to MP 19.1	70 MPH.
MP 22.0 to MP 22.3	75 MPH.
MP 23.7 to MP 27.1	65 MPH.
MP 27.1 to MP 69.0	70 MPH.
MP 69.0 to MP 76.0	65 MPH.
MP 76.0 to MP 84.4	70 MPH.
MP 84.4 to MP 85.8	30 MPH.
MP 85.8 to MP 87.2	60 MPH.
MP 105.2 to MP 105.5	70 MPH.
MP 124.4 to MP 125.2	55 MPH.
MP 131.2 to MP 133.1	60 MPH.
MP 138.1 to MP 140.2	60 MPH.
MP 142.5 to MP 142.7	60 MPH.

1(C). Speed—Switches and Turnouts

	Passenger	Freight
Surrey through No. 20 turnouts	35 MPH.	35 MPH.

1(D). Speed—Other

Sidings	10 MPH.
Emerado Air Base Spur	10 MPH.
Trains handling missiles	5 MPH.
Lakota, Sarles Industrial Lead	10 MPH.
(No trains or engines are allowed when the temperature exceeds 85 degrees between 1100 and 2200.)	
York to Wolford	10 MPH.

Cold Weather Speed Restrictions

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.

Passenger trains—do not exceed 65 MPH.

Item 1(A) of the System Special Instructions applies.

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

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

York to Wolford	134 tons, Restriction G
Devils Lake to Surrey	143 tons, Restriction A

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:

- Wye tracks at Lakota and York
- Devils Lake Industry and wye tracks except Harvest States elevator track MP 87.7
- Leeds—any tracks south of main track.

3. Type of Operation

TWC—in effect:

MP 0.4 to MP 196.1

ABS—in effect:

MP 0.4 to MP 196.1

CTC - in effect:

MP 196.1 to MP 196.3

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—in effect:

Lakota, Sarles Industrial Lead, former Sarles Subdivision, MP 0.0 to MP 3.75.

York to Wolford.

5. Trackside Warning Detectors (TWD)

- Protecting bridges, tunnels or other structures: None
- Other TWD locations
 - MP 17.1—Recall Code 317
 - MP 38.4—Recall Code 318
 - MP 57.8—Recall Code 187
 - MP 83.9—Recall Code 197
 - MP 111.5—Recall Code 108
 - MP 137.4—Recall Code 097
 - MP 170.1—Recal Code 098

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

Larimore—There are close track centers between the siding and the fertilizer spur. There is no clearance when riding the side of a car. The crossover at MP 24.4 is removed from service.

Lakota—Do not exceed 5 MPH over the scale on the south elevator track at Cargill elevator.

Devils Lake—The engineer or conductor of westward NRPC trains will copy their own track warrants by radio.

York—The normal position of the north wye switch is lined for the west leg of the wye.

Amtrak Instructions—At Grand Forks the NRPC train crew will call the GF yardmaster with their arrival/departure times. The crew will also report delays at the FO and DL switches to the GF yardmaster.

Remote Control Operations—Signs located at MP 195.0 (Devils Lake Subdivision), MP 3.0 (Glasgow Subdivision) and MP 226.0 (KO Subdivision), designate the Remote Control Area at Minot.

Sidings—Loaded coal trains are not permitted.

Speed Indicator Test Mile Locations

MP 5.0 and MP 6.0

MP 79.0 and MP 78.0

MP 94.0 and MP 95.0

MP 185.0 and MP 184.0

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 17.5 to MP 21.0

MP 28.0 to MP 42.8

MP 162.0 to MP 165.0

8. Line Segments

Yard Line Segments

Line Segment Limits

521 Grand Forks

526 Grand Forks WFE

275 Devils Lake North Yard

Road Line Segments

Line Segment Limits

268 York to Wolford

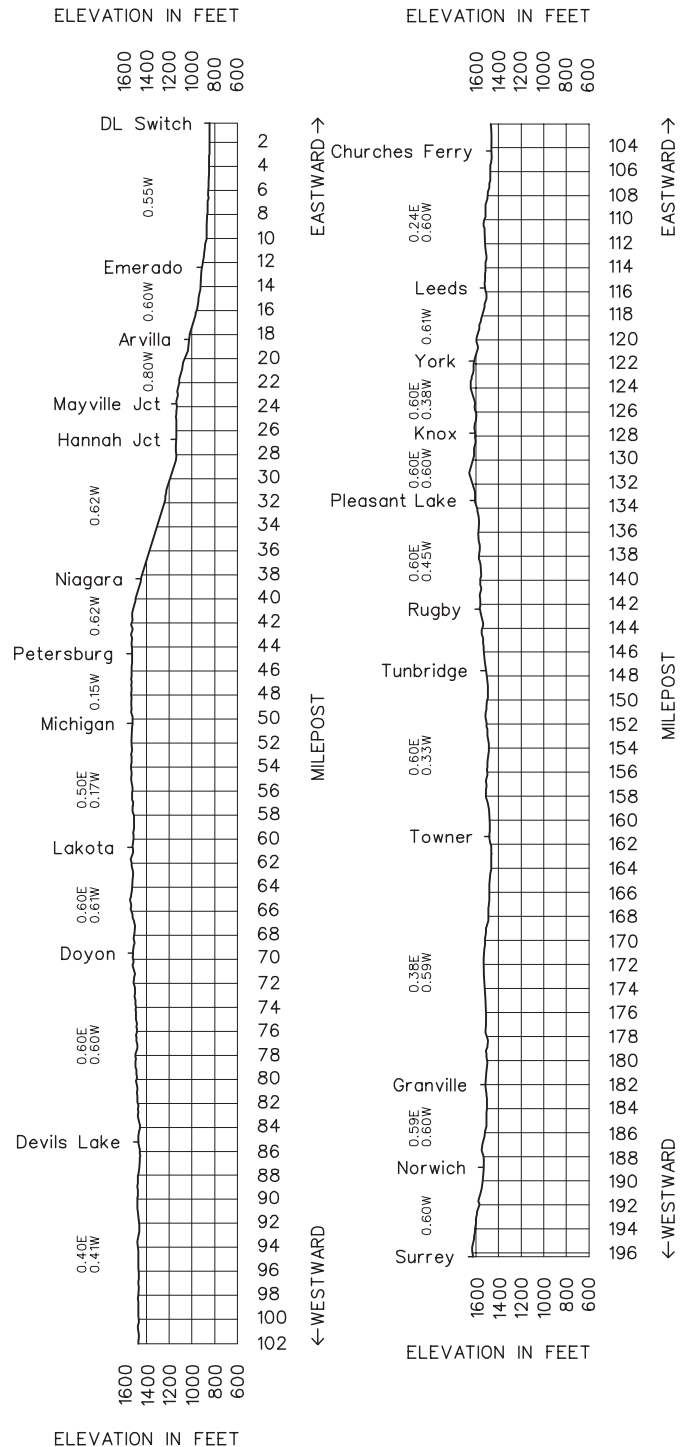
32 DL Switch

33 DL Switch to Surrey

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
05301 Powell	2.5 west of D L Switch	7	East
05311 Emerado Air Base Spur	0.5 west of Emerado	125	East
05412 Niles	6.5 west of Churches Ferry	110	Both
05396 Penn	12.7 west of Devils Lake	15	East
58114 Wolford	14.0 west of York	32	Both
05468 Denbigh	8.4 west of Towner	15	East

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Drayton Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		55539	145.0	GRAFTON	JTU	Rule 6.28		15.5	
		55464	160.5	DRAYTON		TWC	249	18.3	
		55483	178.8	JOLIETTE		Rule 6.28		33.8	

Radio Channel No. 66 in service.

Radio Call-In	
Grafton - 48(X)	Cavalier - 60(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Numbers

(817) 234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

MP 145.0 to MP 178.8 **Freight**
25 MPH.

1(B). Speed—Permanent Restrictions

MP 137.09 to MP 148.0 10 MPH.
MP 159.6 to 178.8 10 MPH.

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

1(D). Speed—Other

Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

MP 144.0 to MP 165.0 143 tons, Restriction D
MP 165.0 to Joliette 134 tons, Restriction G

From MP 144.2 to MP 165.0:

Six-axle locomotives are permitted on the Main Track.

Six-axle locomotives are permitted on the Drayton Elevator Shuttle Tracks.

All other tracks are restricted to four-axle locomotives.

3. Type of Operation

TWC—in effect:

MP 148.0 to MP 177.7

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile.

Rule 6.28—in effect:

MP 137.09 to MP 148.0—Grafton

MP 177.7 to MP 179.5 - Joliette

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Grafton—Due to the curvature of the track and the turnout at MP 146.0 on the N.P. Industrial Spur, movements must not exceed 3 MPH.

Stop for 21 seconds at the “Stop and Wait” signs on the NP elevator track at the highway crossings at 5th Street, MP 144.95, and at 6th Street, MP 145.0. Do not proceed until the warning systems have been activated and the crossing gates are down.

8. Line Segments

Road Line Segments

Line Segment Limits

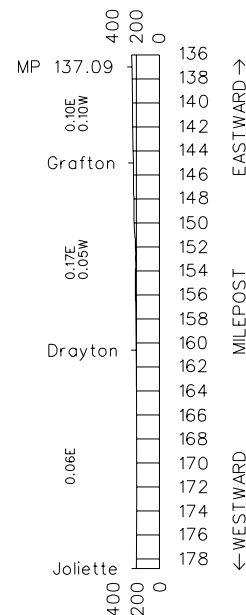
249 MP 137.09 to Joliette

9. Locations Not Shown as Stations

Name	Mile Post Location	Capacity Cars	Switch Opens
Potato Whse. Spur	0.4 west of Drayton	30	East
Drayton Potato Packer Spur	0.8 west of Drayton	12	East
American Crystal Plant	1.5 west of Drayton	Yard	Both

10. Grade Charts

ELEVATION IN FEET



ELEVATION IN FEET

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Glasston Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		05295	0.0	GRAND FORKS	BMJT	TWC	250	1.4	
		55502	1.4	CALSPUR	R			11.0	
		55512	12.4	MANVEL				12.1	
		55524	24.5	ARDOCH	JU			6.1	
		55530	30.6	MINTO				8.16	
			38.76	END OF SUBDIVISION		Rule 6.28		38.76	

Radio Channel No. 66 in service.

Radio Call-In	
Grafton - 48(X)	Grand Forks - 96(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Numbers

(817) 234-6421, 1-800-382-7809

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

MP 0.0 to MP 38.76 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.4, (HER) WWD only 10 MPH.
MP 37.0 to MP 38.76 10 MPH.

1(C). Speed—Switches and Turnouts—None**1(D). Speed—Other—None**

Item 1(A) of the System Special Instructions applies.

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

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

Grand Forks to End of Subdivision 143 ton, Restriction D

Six-axle locomotives are permitted on the Main Track, the North Grand Forks PV Shuttle Tracks, the transfer to the NPRR at Ardoch, and on tracks at the Ardoch Coal Facility.

All other tracks are restricted to four-axle locomotives.

3. Type of Operation**TWC**—in effect:

MP 0.0 to MP 37.0

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 miles.

Rule 6.28—in effect:

MP 37.0 to MP 38.76

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Transfer Track—The normal position of the switch at MP 38.7 is lined for the movement to be made.

Calspur, 42nd Street Crossing, MP 2.1—Wait 38 seconds before entering the crossing.

Remote Control Operations—Signs located at MP 103.0X and MP 111.4 (Grand Forks Subdivision), MP 6.0 (Glasston Subdivision) and MP 96.0 (Hillsboro Subdivision), designate the Remote Control Area at Grand Forks.

CF Industries—North Grand Forks switch crews must contact the guard prior to approaching the anhydrous ammonia rail rack. Switch crews must ascertain from the guard whether an inspection has been made to ensure that there are no ammonia leaks.

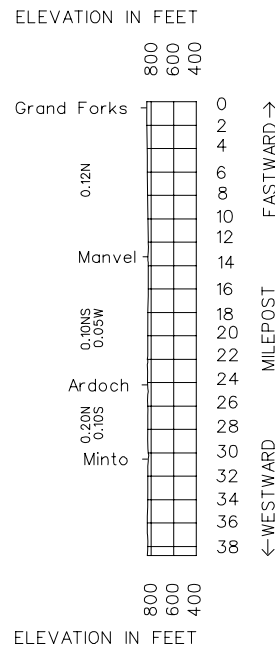
Glasston Subdivision—All switches must be lined and locked for the Glasston Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

None

8. Line Segments**Road Line Segments****Line Segment Limits**

250 Grand Forks to Glasston

9. Locations Not Shown as Stations—None**10. Grade Charts**

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Grand Forks Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		05163	164.9	CASS LAKE				14.8	
		05178	90.7	BEMIDJI				6.6	
8,129		05184	84.1	WILTON				12.1	
		05196	72.0	SHEVLIN				6.9	
		05203	65.1	BAGLEY				7.4	
8,239		05211	57.7	EBRO			31	13.0	
		05224	44.7	FOSTON				7.5	
9,033		05231	37.2	McINTOSH				6.0	
		05237	31.2	ERSKINE	AJ			6.7	
		05244	24.5	MENTOR		TWC		6.8	
		05251	17.7	TILDEN JCT.	J			4.8	
9,038		05255	12.9	BENOIT				11.0	
			1.9	CROOKSTON				1.0	
		05270	81.0X	MNNR JCT.	J			2.9	
			83.9X	NOYES JCT.	JT			9.2	
7,710		05280	93.1X	FISHER			32	9.9	
		05291	103.0X	SIMPLOT				2.0	
		05293	105.0X	EAST GRAND FORKS				4.9	
		05295	109.9	GRAND FORKS	BMJT			0.4	
			110.3	GF SWITCH (To FO Switch 0.5 miles)	MJT	ABS		1.1	
			111.4	DL SWITCH	MJT	2MT		135.0	

Radio Channel 85 in service between Cass Lake and East Grand Forks

Radio Channel 20 in service between East Grand Forks and DL Switch

Radio Call-In		
Tilden Jct. - 75(X)	Cass Lake - 93(X)	Grand Forks Yard - 35(X)
Bagley - 82(X)	Fosston - 81(X)	Grand Forks - 73(X)
Bemidji - 72(X)		
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

Grand Forks East: (817) 234-6409, 1-800-382-7785

Grand Forks West: (817) 234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 164.9 to MP 103.0X Simplot	49 MPH.
Trains over 100 TOB	45 MPH.
FO Switch to Grand Forks MT 2	10 MPH.

1(B). Speed—Permanent Restrictions

MP 164.8, Highway No 371 (HER)	20 MPH.
MP 91.6 to MP 89.5 (HER)	35 MPH.
MP 31.4 to MP 31.6	30 MPH.
MP 1.0 to MP 84.0X	30 MPH.
MP 92.0X to MP 93.0X	40 MPH.
MP 103.0X to MP 105.0X, WWD	25 MPH.
MP 103.0X, EWD (HER)	25 MPH.
MP 105.0 X to MP 109.9	20 MPH.
MP 109.9 to MP 110.3	10 MPH.
MP 110.3 to MP 111.4, MT 1	25 MPH.

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

Freight

1(D). Speed—Other

Sidings	10 MPH.
Cass Lake wye	10 MPH.
Fisher Elevator track	5 MPH.

Cold Weather Speed Restrictions

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.

Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Cass Lake to Grand Forks 143 tons, Restriction A

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:

Northwood Spur MP 82.3

3. Type of Operation

TWC—in effect:

MP 164.9 to MP 109.8

ABS—in effect:

MP 109.8 to MP 111.4

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

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

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 31.2

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 19.1—Recall Code 757

MP 47.5—Recall Code 817

MP 70.1—Recall Code 827

MP 87.3X—Recall Code 737

MP 93.0—Recall Code 727

6. FRA Excepted Track—None

7. Special Conditions

Potlatch Spur—Wheel stops are placed on both ends of the plant track in the building. A derail and blue flag are installed on the warehouse track. Potlatch and Ainsworth personnel will apply and remove the derail and blue flag.

Crookston—Locomotive cooling water is available at the section house.

Grand Forks—All trains must obtain permission from the Grand Forks yardmaster before departing make-up tracks. All trains and engines must not occupy the main track without permission of the yardmaster.

Locomotives are not allowed inside the shed on tracks 1 and 2 at NDSM for the east 300 feet. Locomotives cannot go in the shed of track 3 at NDSM unless permission is received from NDSM.

When switching UND, handle all cars with air.

Cars left on the east end of Track 13 should be left at least one car length west of the Track 12 switch due to close clearance between tracks.

Loaded unit trains (Except coal, Potash and Grain) that are over 100 cars must not run through any yard tracks other than the Old Main or Tracks 101 to 109 with preference given to the Old Main and Track 101. Loaded unit trains greater than 100 cars will use tracks 101 through 109, the old pass track, or the BNSF Passenger Main only.

All westward coal empties or other through westward trains should change crews on the west end of the yard to avoid blocking crossings.

Remote Control Operations—Signs located at MP 103.0X and MP 111.4 (Grand Forks Subdivision), MP 6.0 (Glasston Subdivision) and MP 96.0 (Hillsboro Subdivision), designate the Remote Control Area at Grand Forks.

Remote Control Zone—Remote Control Zone number 1 is established on the west lead between signs located at MP 109.7 (the west crossover switch between Main 2 and the west yard lead) and the sign located 150 feet east of the west switch of track 0120. This includes track 0140 from the east crossover switch (between Main 2 and the west yard lead) to end of track.

Activation/Deactivation Procedure—The remote control operator will contact the yardmaster for permission to activate the remote control zone and will notify the yardmaster when the remote control zone is deactivated. Contact the yardmaster or the remote control operator on channel 20 to determine if the remote control zone is activated. Eastward inbound trains must remain west of 42nd street until the remote control zone is known to be deactivated and the train can enter the yard.

Yard Crews OT or Relieving Trains—Yard crews relieving disabled trains or working overtime for any reason must have permission from the Yardmaster. A copy of the trip ticket must be placed in the Terminal Manager's mail box at the end of the shift.

Roll-by Inspection—A roll-by inspection is required of departing trains at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

Protect Open Switch—Protect open switch is in effect on the Grand Forks Subdivision.

Duplicate Mileposts—Due to duplicate mileposts on this subdivision, an alpha suffix is used between Crookston, MP 80.9X and Grand Forks MP 105.5X as provided by System Special Instructions.

Test Mile Locations

MP 97.0X and MP 96.0X
MP 98.0 and MP 97.0

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 67.0 to MP 66.0
MP 55.0 to MP 50.0
MP 14.0 to MP 83.9X

8. Line Segments

Yard Line Segments

Line Segment Limits

520 Bemidji
521 Grand Forks
522 Crookston
526 Grand Forks WFE
527 Cass Lake

Road Line Segments

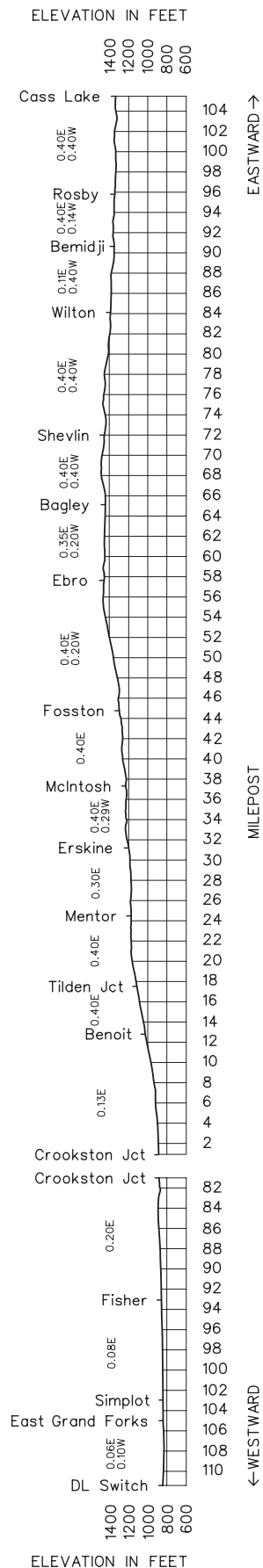
Line Segment Limits

220 DL Switch
31 MP 105.2 to MP 0.0
32 MP 0.0 to MP 110.3

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
05169 Potlatch Spur	8.2 east of Bemidji		Both
05172 Rosby	5.2 east of Bemidji	41	East
05188 Northwood Spur	3.7 west of Wilton		East
05216 Lengby	7.0 east of Fosston	14	East
05243 Solar Gas	0.9 east of Mentor	66	Both

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hanley Falls Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		07288	0.0	HANLEY FALLS	JT	Rule 6.28	223	5.9	
		53506	5.9	HAZEL RUN				5.2	
		35311	11.1	CLARKFIELD				6.5	
		53517	17.6	BOYD		TWC		9.1	
		53526	26.7	DAWSON				7.6	
		53535	34.3	MADISON MN				34.3	

Radio Channel No. 70 in service.

Radio Call-In
Granite Falls - 62(X)
Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5

Train Dispatcher Telephone Number—(817) 234-6404**1. Speed Regulations****1(A). Speed—Maximum**

MP 0.0 to MP 34.3 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.2 North and South legs wye 5 MPH.
MP 0.2 to MP 0.7 (HER) 10 MPH.
Bridge 0.2—cars heavier than 134 tons 10 MPH.

1(C). Speed—Switches and Turnouts—None**1(D). Speed—Other**

Temperature Restriction—When the ambient temperature exceeds 85 degrees Fahrenheit:
MP 26.0 to MP 28.0 5 MPH.

Item 1(A) of the System Special Instructions applies.

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

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

Hanley Falls to Madison 143 tons, Restriction D

3. Type of Operation

TWC—in effect:
MP 0.7 to MP 34.3

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

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

Rule 6.28—in effect:

Hanley Falls—MP 0.0 (Tail Switch) to MP 0.7 (Station Sign)
North and South legs of wye.

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Dawson—Close clearance between elevator track and main track MP 27.1. Do not pass over scale on the Elevator Track with a locomotive.

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

Madison—Trackage between MP 34.3 and end of track at MP 35.9 is private industrial trackage. This track is protected by a derail.

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 103.6.3 and 103.2.1, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

Hanley Falls to Madison—Between the hours of 1100 and 2000, no trains may operate between Hanley Falls and Madison (MP 1.0 to MP 34.3) when the ambient temperature reaches 85 degrees except from MP 26.0 to MP 28.0 not to exceed 5 MPH, or as follows:

Permission to operate freight trains within these time and temperature restrictions may be granted by the Division General Manager, Division Engineer, or Superintendent Operations. Permission to operate work trains within these time and temperature restrictions may be granted by the supervisory roadmaster.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Hanley Falls Subdivision. Refer to Item 21 of the System Special Instructions.

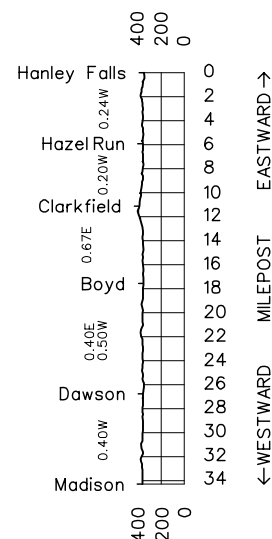
Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments**Road Line Segments****Line Segment Limits**

223 Hanley Falls to Madison

9. Locations Not Shown as Stations—None**10. Grade Chart**

ELEVATION IN FEET



ELEVATION IN FEET

Length of Siding (Feet)	Station Nos.	Mile Post	Hannah Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	55723	23.3	CONWAY	J	TWC	252	4.7
	55728	28.0	PISEK				6.2
	55734	34.2	PARK RIVER				9.3
	55744	43.5	EDINBURG				12.6
	55756	56.1	MILTON				5.8
	55762	61.9	OSNABROCK				11.7
	55774	73.6	LANGDON				0.5
		74.1	END OF SUBDIVISION				50.8

Radio Channel No. 66 in service.

Radio Call-In	
Conway - 31(X)	Langdon - 61(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Numbers

(817) 234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 23.3 to MP 73.6	25 MPH.
MP 73.0 to MP 74.1	10 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

MP 23.8, bridge	10 MPH.
MP 31.4, bridge	10 MPH.
MP 34.8, bridge	10 MPH.
MP 44.2, bridge	10 MPH.
MP 44.7, bridge	10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Conway to End of Subdivision 143 tons, Restriction D

Six-axle locomotives are permitted on the Main Track and the Milton Elevator Shuttle Tracks.

All other tracks are restricted to four-axle locomotives.

3. Type of Operation

TWC—in effect:

MP 23.3 to MP 74.1

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 40.0 to MP 46.0

MP 72.0 to MP 74.1

8. Line Segments

Road Line Segments

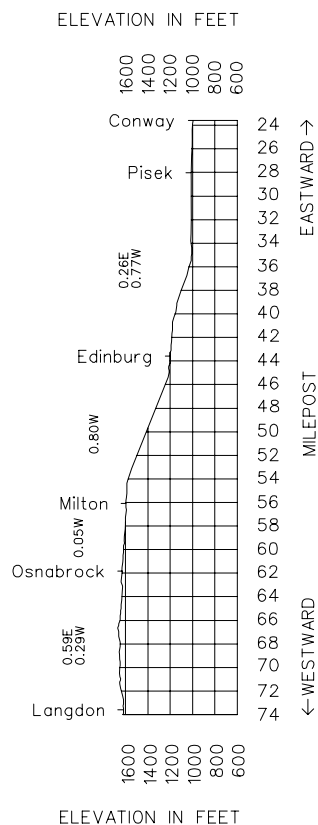
Line Segment Limits

252 Conway to Langdon

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Rossford Johnson Spur	1.2 west of Park River	13	West
55768 Easby	5.5 west of Osnabrock	2	East

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hib Tac Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		52401	500.0	KELLY LAKE		CTC		0.7	
		52456	500.7	HIB TAC JCT.				1.9	
			502.6	MAHONNING		TWC	257	1.9	
			504.5	SCENIC				1.3	
			505.8	CLAY TRACK SWITCH		Rule 6.28		5.8	

Radio Channel 85 in service.

Radio Call-In
Kelly Lake - 98(X)
Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5

Train Dispatcher Telephone Number—(817) 234-6409**1. Speed Regulations****1(A). Speed—Maximum**

	Freight
MP 500.0 to MP 504.5	20 MPH.

1(B). Speed—Permanent Restrictions

Loaded taconite trains, MP 502.0 to MP 500.7	12 MPH.
MP 505.5 to and including Loop Track	10 MPH.

1(C). Speed—Switches and Turnouts

All turnouts	12 MPH.
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1(D). Speed—Other

Hib Tac Jct. to Emmert	20 MPH.
MP 119.3 to MP 118.2, city of Hibbing grade crossing (HER)	10 MPH.
Over scale at Hibbing Taconite at Broeker	6 MPH.
Item 1(A) of the System Special Instructions applies.	

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

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

Kelly Lake to Hibbing Taconite	143 tons, Restriction C
--------------------------------------	-------------------------

3. Type of Operation**TWC**—in effect:

MP 500.0 to MP 504.5

Rule 6.28—in effect:

All track west of MP 504.5

Hib Tac Jct. to Emmert

4. General Code of Operating Rule Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Kelly Lake—Trains exceeding 100 TOB are not allowed on tracks 1, 2 and 3. Trackage between Emmert, Keenan and Virginia will be governed by the current CN timetable and special instructions. These will be available at the Kelly Lake Depot.

Taconite Cars—For freight trains with more than 6000 trailing tons and that are handling empty taconite cars, the empty taconite cars must be placed at the rear of the train.

Hibbing Taconite Plant—Hard hats are required. At the Hib Tac loading facility, a red and yellow light has been installed on both ends of the load out pocket. If all of the moveable parts of the loading mechanism are clear so that the train can move through the facility without interference, the signal will display a permissive yellow color aspect. Do not exceed 6 MPH when moving over the scale.

Clay Track—Building constructed with no clearance at both ends. Lights installed:

Red—Do Not Enter**Yellow**—Proceed with Caution

Hib Tac Jct to Scenic—Between MP 500.7 and MP 504.5, BNSF ABTH Rule 103.8 requires the following:

All train crew members on trains operating on grades above must take action to stop the train, with an emergency application of the brakes should train exceed 5 mph over the maximum authorized speed.

CN RR Instructions—When operating on the CN RR beyond Emmert Jct., trains must obtain a track warrant that lists track bulletins in effect for the specific territory to run on, prior to departure. When a BNSF train crew goes on duty, the CN will be notified via a call sheet from the BNSF crew office. The warrant and bulletins will be generated by the CN Dispatcher and sent to the respective fax machines. All necessary documents, i.e. track warrant, track bulletin will be available at Kelly Lake.

CN Dispatcher Telephone Numbers:

CN North - (218) 628-4788 Handles Kelly Lake/Keenan

CN Dispatcher fax - (218) 744-7189

The fax number at Kelly Lake for track warrants is (218) 262-2341.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments**Road Line Segments****Line Segment Limits**

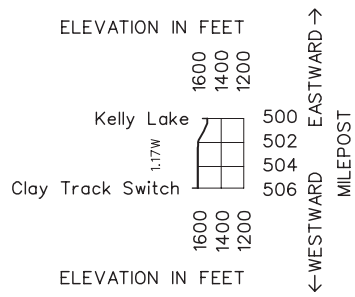
238 Kelly Lake—Emmert Jct.

257 Hibbing Taconite Line

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
52456 Hib Tac Jct.	0.5 west of Kelly Lake		East
Salvage Trk.	2.5 west of Kelly Lake		East
Coal Track	3.0 west of Kelly Lake		West
Kings Spur	3.1 west of Kelly Lake	17	Both
52408 Oil Spur	5.7 west of Kelly Lake	10	Both

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hillsboro Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		00679	24.2	FARGO YARD OFFICE	JTY	OCS ABS		1.7	
			25.9	DAKOTA JCT.	JY			6.0	
	6,455	10053	31.9	HARWOOD				12.5	
		10066	44.4	GARDNER				6.2	
	6,462	10072	50.6	GRANDIN				11.1	
	7,280	10084	61.7	HILLSBORO				4.0	
		10088	65.7	TAFT		TWC ABS	220	4.4	
		10092	70.1	CUMMINGS				6.0	
	6,460	10098	76.1	BUXTON				5.0	
		10103	81.1	REYNOLDS				7.1	
	5,618	10110	88.2	THOMPSON				9.4	
			97.6	FO SWITCH	MJT			0.6	
			98.2	DL SWITCH	MJTY	ABS		74.0	

Radio Channel No. 66 in service.

Radio Channels No. 20 and No. 70 in service at Dilworth.

Radio Call-In		
Grand Forks - 96(X)	Hillsboro - 46(X)	Harwood - 05(X)
Fargo - 52(X) Ch. 70	Dilworth Yd - 31(X) Ch. 20	
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

(817) 234-6421, 1-800-382-7809

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 25.9 to MP 97.6	70 MPH.	50 MPH.
MP 97.6 to MP 98.2	10 MPH.	10 MPH.

1(B). Speed—Permanent Restrictions

Fargo Yard Office and Dakota Jct.:		
MP 24.2 to MP 24.3	25 MPH.	25 MPH.
MP 24.3 to MP 26.1	50 MPH.	30 MPH.

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

1(D). Speed—Other

Sidings: Harwood, Grandin, Hillsboro, Buxton, Thompson	10 MPH.
Thompson—Elevator track over scale	5 MPH.

Cold Weather Speed Restrictions

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.
Passenger trains—do not exceed 65 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Fargo Yard Office to DL Switch 143 tons, Restriction A

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:

Redco Yard Tracks crossing Hwy 81 (MP 64.8)

Taft—Elevator Track

Henningson Cold Storage

3. Type of Operation

TWC—in effect:

MP 25.9 to MP 97.6

ABS—in effect:

MP 24.2 to MP 98.2

Yard Limits—in effect:

MP 24.2 to MP 25.9

MP 97.6 to MP 98.2

Manual Interlocking—in effect:

MP 97.6 to MP 98.2

OCS—Occupancy Control System—in effect:

MP 24.2 to MP 25.9

Trains and engines may enter or occupy the main track on a controlled signal indication after receiving verbal permission to enter yard limits from the Dilworth dispatcher. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from the Dilworth dispatcher.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—in effect:

Fargo, ND—Coal connecting track

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 32.7—Recall Code 058

MP 52.7—Recall Code 467

MP 79.0—Recall Code 468

MP 89.5—Recall Code 925

6. FRA Excepted Track—None

7. Special Conditions

Hillsboro siding—Located between MP 61.7 and MP 60.0.

Dilworth Terminal—All switch engines, trains and MW movements within the Dilworth Terminal are under the direction of the Dilworth Yardmaster. When working, approaching or traveling on main tracks, all employees will use Road Channel No. 70. All other movements or work on other than the main track will use Yard Channel No. 20.

Departing trains require a roll-by inspection at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

Remote Control Operations—Signs located at MP 103.0X and MP 111.4 (Grand Forks Subdivision), MP 6.0 (Glasston Subdivision) and MP 96.0 (Hillsboro Subdivision), designate the Remote Control Area at Grand Forks.

Signs located at MP 28.0 (Hillsboro Subdivision), MP 16.5 and MP 250.3 (KO Subdivision), MP 41.2 (Moorhead Subdivision), MP 2.4 (P-Line Subdivision) and MP 4.0 and MP 21.4X (Prosper Subdivision) designate the Remote Control Area at Dilworth.

Test Mile Locations

WWD—MP 34 - MP 35.

EWD—MP 91 - MP 90.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 68.0 to MP 69.0

MP 70.0 to 71.0

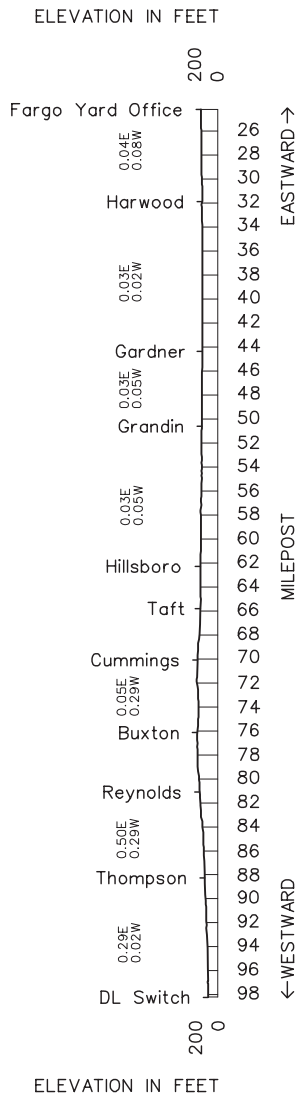
MP 75.0 to MP 77.0

8. Line Segments**Road Line Segments****Line Segment Limits**

291 Fargo-Dakota Jct.—Coal Connection Track
 220 Fargo Yard Office to DL Switch

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
10078 Kelso	6.1 west of Grandin	8	West
Alton	6.9 west of Grandin	110	Both
10086 American Crystal (Redco)	2.3 west of Hillsboro	60	Both
10115 Merrifield	4.9 west of Thompson	32	Both
10118 Flaot	7.8 west of Thompson	13	West
10120 Prairie Sub Station	8.8 west of Thompson	10	East
Henningson Cold Storage	9.2 west of Thompson	10	East

10. Grade Charts

SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Siding Switch Mile Post Loc.	Mile Post	Hinckley Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		05013		11.8	BOYLSTON	JT	CTC	2108	12.7	
	6,118	06112	23.4 24.7	24.5	FOXBORO				12.1	
	7,129	06100	35.9 37.3	36.6	NICKERSON				12.3	
	5,690	06088	48.4 49.5	48.9	BRUNO				8.3	
	6,957	06080	56.5 57.9	57.2	ASKOV				5.9	
		06074		63.1	SANDSTONE				9.2	
	7,040	06065	72.3 73.8	72.3	HINCKLEY	BJ	TWC ABS	28	7.8	
	8,553	06057	78.7 80.5	80.1	BROOK PARK				0.4	
				80.5	MORA JCT.	J			10.8	
	9,000	06046	89.9 91.7	91.3	GRASSTON				16.1	
	8,800	06029	108.0 109.8	107.4	CAMBRIDGE				11.6	
	4,958	06018	118.6 119.6	119.0	BETHEL				12.0	
	9,000	06006	129.7 131.5	131.0	ANDOVER				5.9	
		00448		136.9	COON CREEK	J	CTC		125.2	

Radio Channel No. 66 is in service Boylston to Coon Creek.

Radio Channel No. 95 is in service at Hinckley for the St. Croix Valley RR.

Radio Call-In		
Superior - 81(X)	Nickerson - 85(X)	Hinckley - 86(X)
Cambridge - 87(X)	Elk River - 80(X)	Carlton - 84(X)
CN West - 587 Ch. 79	Rainey Sub Disp. - 845 Ch. 16	Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

Hinkley—(817) 234-6408; CN West—715-345-2463; Rainey Sub.—218-628-4785

1. Speed Regulations

1(A). Speed—Maximum

MP 11.8 to MP 136.9 **Freight** 50 MPH.

1(B). Speed—Permanent Restrictions

Boylston to south end of bridge MP 15.5 35 MPH.
Boylston, west leg of wye 10 MPH.
South end of bridge MP 15.5 to MP 24.5 40 MPH.
Sandstone, MP 62.6 to MP 63.0 40 MPH.
Hinckley, MP 72.0 to MP 72.3 40 MPH.

1(C). Speed—Switches and Turnouts

Boylston, turnout 35 MPH.
Coon Creek, turnout 25 MPH.

1(D). Speed—Other

Through all sidings 10 MPH.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed restrictions apply:
Freight trains 100 TOB and over—do not exceed 40 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Boylston to Coon Creek 143 tons, Restriction A

3. Type of Operation

TWC—in effect:

MP 11.8 to MP 136.9

ABS—in effect:

MP 11.8 to MP 136.9

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

Rule 5.8.2 Quiet Zones—This modification applies between MP 134.0 and MP 136.9. Due to this quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.32.4—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 330 feet to a road crossing when there is an adjacent track.

5. Trackside Warning Detectors (TWD)

- Protecting bridges, tunnels or other structures
MP 18.8—NWD only—Recall Code 857
MP 58.9—DED—SWD only—Recall Code 867
MP 66.5—NWD only—Recall Code 868
- Other TWD locations
MP 18.8—SWD only—Recall Code 857
MP 39.3—Recall Code 858
MP 58.9—DED—NWD only—Recall Code 867
MP 66.5—SWD only—Recall Code 868
MP 96.3—Recall Code 878
MP 112.3—Recall Code 877
MP 126.5—Recall Code 808

6. FRA Exempted Track—None

7. Special Conditions

Hinckley—The St. Croix Valley Railroad works between the hours of 0800 and 1600. BNSF train crews will notify the St. Croix Valley Railroad on AAR Channel 95 before making their setout. If unable to contact the St. Croix Valley Railroad, they must follow GCOR Rule 6.28.

Coon Creek—Foreign line trains via the Hinckley Subdivision will receive a General Track Bulletin at their originating station.

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

Northtown—Superior crews with questions about their return trip, vans, or tie-up information must contact the Operations Yardmaster by radio on channel 70 when they are by Andover giving their fuel readings. Crews must not contact the Yardmaster by phone concerning these issues.

Test Mile Locations

MP 76.0 - MP 77.0

Automatic Switch Locations

Foxboro siding—north and south switch
Hinckley siding—north and south switch
Brook Park siding—south end only
Grasston siding—north and south switch
Cambridge siding—north and south switch
Andover siding—north and south switch

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Hinckley Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments

Road Line Segments

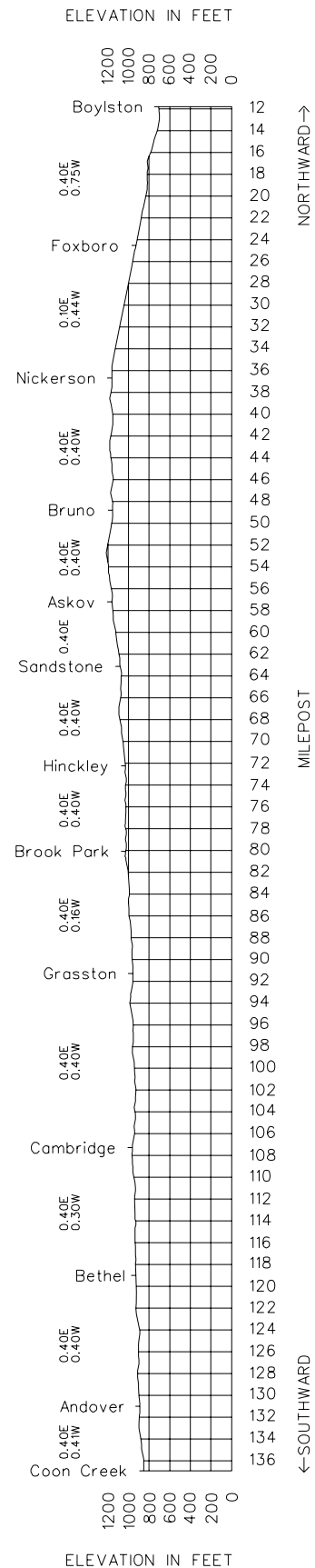
Line Segment Limits

2108 Boylston-MP 11.8 to MP 19.4
28 Boylston to Coon Creek

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
06040 Braham	5.3 south of Grasston MP 96.7	10	South
06024 Isanti	5.7 south of Cambridge MP 113.0	54	Both
06012 Cedar Stock Building Supplies	5.7 north of Andover MP 125.2	12	North
Tamarack Drywall (Track 0920)	5.5 south of Bethel MP 124.45	10	North
06002 Busch	1.7 north of Coon Creek	18	Both

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Hunter Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00707	64.2	VANCE				4.8
	56305	69.0	ARTHUR		Rule 6.28	23	6.2
	56311	75.2	HUNTER				11.0

Radio Channel No. 70 in service.

Radio Call-In	
Vance - 23(X)	Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Number

(817) 234-6406, 1-800-681-4977

Length of Siding (Feet)	Station Nos.	Mile Post	Clifford Line Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00716	0.0	ERIE JCT.	J			1.4
	56402	1.4	ERIE		TWC	274	10.7
	56412	12.1	GALESBURG				5.4
	56418	17.5	CLIFFORD		Rule 6.28		17.5

Radio Channel 70 in service.

Radio Call-In	
Nolan - 23(X)	Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Number

(817) 234-6406, 1-800-681-4977

Length of Siding (Feet)	Station Nos.	Mile Post	Warwick Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00724	24.3	WARWICK JCT.	J			1.6
	57002	25.7	PAGE				7.1
	57009	32.8	COLGATE				6.3
	57015	39.2	HOPE				9.3
	57024	48.4	PICKERT				5.0
	57029	53.3	FINLEY		TWC	24	6.5
	57036	59.8	SHARON				7.1
	57043	66.9	ANETA				4.9
	57048	71.9	KLOTEN				6.0
	57054	77.8	McVILLE				7.3
	57061	85.1	PEKIN				5.8
	57067	90.0	TOLNA				65.7

Radio Channel No. 70 in service.

Radio Call-In		
Nolan - 23(X)	Aneta - 14(X)	Warwick - 16(X)
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

(817) 234-6406, 1-800-681-4977

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 64.2 to End of Track (Hunter Subdivision)	10 MPH.
MP 0.0 to End of Track (Clifford Line Subdivision)	25 MPH.
MP 24.3 to End of Track (Warwick Subdivision)	25 MPH.

1(B). Speed—Permanent Restrictions

MP 17.0 to End of Track (Clifford Line Subdivision)	10 MPH.
Warwick Jct. to End of Track (Warwick Subdivision)	25 MPH.

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

1(D). Speed—Other

Item 1(A) of the System Special Instructions applies on these subdivisions.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Vance to Hunter	134 tons, Restriction G
Erie Jct. to Clifford	134 tons, Restriction G
Warwick Jct. to Warwick	134 tons, Restriction G

Six-axle locomotives and six-axle derricks are not permitted on the Hunter and Clifford Line Subdivisions and from MP 55.0 to the End of Track on the Warwick Subdivision.

3. Type of Operation

TWC—in effect:

Clifford and Warwick Subdivisions

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile.

Rule 6.28—in effect:

Hunter Subdivision—MP 64.2 to End of Track

Clifford Line Subdivision—MP 17.0 to End of Track.

Warwick Subdivision—MP 90.0 to End of Track.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

Hunter Subdivision:

MP 64.2 to MP 74.0

Warwick Subdivision:

MP 62.4 to MP 97.2

8. Line Segments

Road Line Segments

Line Segment Limits

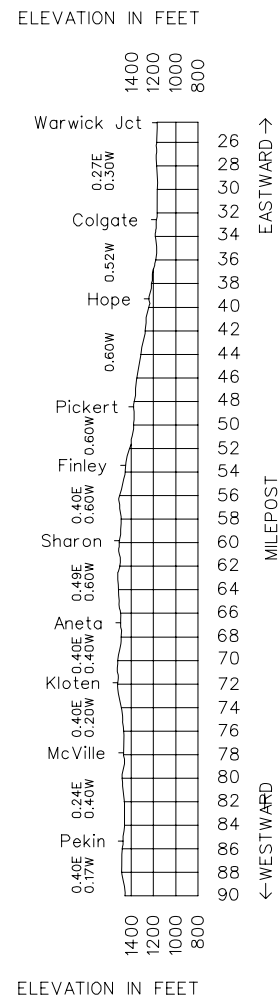
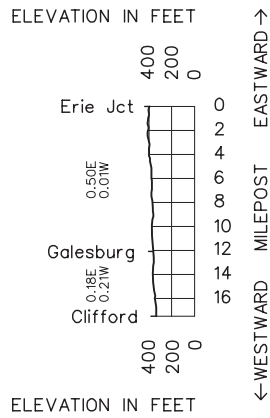
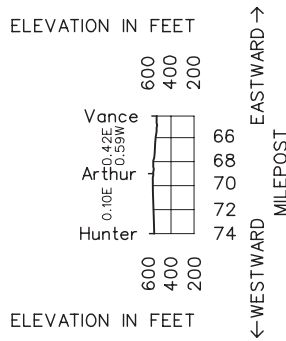
23..... Vance to Hunter

274..... Erie Jct. to Clifford

24 Warwick Jct. to MP 92.0

9. Locations Not Shown as Stations—None

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Jamestown Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			31.2	KO JCT. SWITCH	JX	DT TWC ABS		7.6	
			38.8	MAGNOLIA				5.0	
		03279	43.8	BUFFALO				5.9	
		03285	49.7	TOWER CITY				2.1	
7,318	03288	51.8	KOLDOK				26	8.2	
6,648	03296	60.0	PEAK					5.5	
	03301	65.5	VALLEY CITY	B				5.4	
	03306	70.9	NORTH BEREA					5.2	
7,940	03312	76.1	SANBORN	JT				5.3	
	03317	81.4	ECKELSON					7.7	
	03325	89.1	SPIRITWOOD					5.6	
	03331	94.7	BLOOM					6.0	
	03336	93.7X	JAMESTOWN	BJ X(2)		DT TWC ABS		6.0	
	03342	99.7X	ELDRIDGE					9.3	
6,998	03352	109.0	WINDSOR					3.8	
	03356	112.8	CLEVELAND					8.7	
7,169	03364	121.5	MEDINA	B			38	13.0	
10,829	03377	134.5	LADOGA					16.5	
6,852	03394	151.0	STEELE					10.9	
8,260	03404	161.9	DRISCOLL					7.7	
	03412	169.6	STERLING					6.6	
	03419	176.2	McKENZIE	J				5.4	
7,603	03424	181.6	BURLEIGH					8.2	
7,400		189.8	PIERCE					4.6	
	03437	194.4	BISMARCK					5.9	
	03444	200.3 0.0	MANDAN	BJTM	Rule 6.28			176.1	

Radio Channel No. 70 in service Dilworth to MP 31.2.

Radio Channel No. 39 in service MP 31.2 to Mandan.

Radio Channel No. 32 at Mandan Yard for Switching.

Radio Channel No. 20 at Mandan Yard.

Radio Call-In		
Magnolia - 35(X)	Peak - 36(X)	Spiritwood - 37(X)
Jamestown - 38(X)	Cleveland - 39(X)	Tappen - 40(X)
Sterling - 41(X)	Mandan - 42(X)	
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

(817) 234-6405, Fax (817) 234-6428

RRVW Dispatcher, Channel 17 - Dial 62

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 31.2 to MP 200.3	
Trains under 100 TOB	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 59.0 to MP 68.0	50 MPH.
MP 97.6 to MP 96.0X	35 MPH.
MP 108.0 to MP 112.5	50 MPH.

	Freight
MP 192.0 to MP 200.3	35 MPH.
MP 192.8 to MP 200.3 (HER) EWD	35 MPH.

1(C). Speed—Switches and Turnouts

MP 93.1X, crossover	10 MPH.
Trains through No. 20 turnouts and on sidings at the following locations:	
Magnolia, turnout end of double track	35 MPH.
Koldok, siding, ESS and WSS	25 MPH.
Peak, ESS	25 MPH.
Bloom, turnout end of double track	35 MPH.
Eldridge, turnout end of double track	35 MPH.
Windsor, siding	25 MPH.
Medina, siding	25 MPH.
Ladoga, siding	25 MPH.
Steele, siding	25 MPH.
Driscoll, siding	25 MPH.
Burleigh, siding	25 MPH.
Pierce, siding	25 MPH.

1(D).Speed—Other

Bridge 196, Bismarck, cars heavier than 136 tons	25 MPH.
--	---------

Cold Weather Restrictions

When temperature is minus 20 degrees Fahrenheit (-20 F) or colder, the following speed restrictions apply:

Freight trains 100 TOB and over 40 MPH.

Freight Trains up to 100 TOB 50 MPH.

9 symbol intermodal trains may operate at the maximum allowable speed for the subdivision.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Surrey Jct. switch to Mandan	143 tons, Restriction E
Sanborn to Rogers	134 tons, Restriction G

Cars 43 ft. long loaded to 143 tons are limited to strings of five cars or less over Bridge 196.6 (Bismarck).

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:

Jamestown—Wye track, Track 114, storage tracks south of Belt Track (140), except Ramp Track (180).

Between MP 1.0 and MP 9.6 Sanborn and Rogers.

Medina—Elevator Track (6302) and Runaround Track (6301).

Not more than one six-axle locomotive is permitted at Spiritwood on the scale or inside the building at the east end of Ladish Malt Plant trackage.

3. Type of Operation

TWC—in effect:

MP 31.2 to MP 197.0

ABS—in effect:

MP 31.2 to MP 198.8

Yard Limits—in effect:

MP 197.0 to MP 2.9 (Dickinson Subdivision)

Foul Time—in effect:

MP 198.9, Manual Interlocking for MW employees only.

MP 0.07 (Dickinson Subdivision), Manual Interlocking for MW Employees only.

Manual Interlocking Mandan—The eastward absolute signal and the dual control switch (MP 198.9) are controlled by the Mandan Yardmaster.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, the distance will be 2.5 miles.

Rule 6.28—in effect:
Sanborn to Rogers.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 61.8—DED—WWD only
 - MP 68.5—DED—EWD only
- B. Other TWD locations
 - MP 49.0—Recall Code 367
 - MP 61.8—DED—EWD only, Recall Code 357
 - MP 68.5—DED—WWD only, Recall Code 358
 - MP 73.4—Recall Code 368
 - MP 87.4—Recall Code 378
 - MP 117.5—Recall Code 398
 - MP 144.4—Recall Code 408
 - MP 172.7—Recall Code 418
 - MP 192.1—Recall Code 428

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

Surrey Jct. Switch—Trains moving from the Jamestown Sub to the KO Sub at Surrey Jct. must notify the Minot East dispatcher when their train has passed the detector at MP 49.0. If the train crew is unable to contact the Minot East dispatcher the train must stop at Begin CTC Surrey Jct Switch until the Minot East dispatcher has been contacted.

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

Spiritwood—At Ladish Malt, a blue light has been installed north of No. 2 track at the west corner of the elevator. A 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 the plant area.

A flashing orange light installed on the northwest corner of the building over track 4 and track 5 indicates men are working on or about cars. Do not couple into or move cars on track 4 or track 5 when it is lit.

Jamestown—The west end of Track 7 and the RRVW connection has target normal (green) for Track 7, not for the RRVW connection.

RRVW trains must receive authority from the BNSF train dispatcher before occupying main tracks. RRVW train crews must remain on the BNSF radio frequency while occupying BNSF tracks.

Mandan—A cresting grade sign is located at MP 196.6 for eastward trains departing Mandan. ABTH Rule 104.4, Item 4 applies for all qualified eastward trains.

Crew members of trains and engines, yard pilots or work equipment, employees in charge of maintenance, communications, signal employees and work equipment must be granted permission by the Mandan Yardmaster before they occupy tracks from MP 197.0 to MP 200.3 on the Jamestown Subdivision and from MP 0.0 to MP 2.9 on the Dickinson Subdivision.

Eastward departing trains destined beyond Surrey Jct. Switch will obtain K.O. Subdivision track bulletins showing restrictions between Surrey Jct. Switch and Dilworth.

Remote Control Operations—Signs located at MP 4.0 (Dickinson and Zap Line Subdivisions) and MP 192.0 (Jamestown Subdivision), designate the Remote Control Area at Mandan.

Remote Control Zone (RCZ)—The 14 track switch (2114) on the East switching lead and the fouling point of the low lead track are designated as the remote control zone (RCZ) at Mandan. The Mandan Yardmaster must be contacted to determine if the RCZ has been activated before the RCZ may be fouled or occupied.

Activation/Deactivation Procedure—The Remote Control Operator will contact the Mandan Yardmaster and request that RCZ protection be established. The Mandan Yardmaster will log the time the RCZ is activated in the Turnover Document. The Mandan Yardmaster will then notify the Remote Control Operator the time that the Remote Control Zone has been activated. The RCZ will remain activated until the Remote Control Operator has requested that the RCZ be deactivated. The Mandan Yardmaster will log the time the RCZ is deactivated in the Turnover Document.

Speed Test Boards—Engineers shall test the speed of their trains passing the following locations:
Westward Trains—MP 101.0 to MP 102.0, Eldridge to Windsor.
Eastward Trains—MP 188.0 to MP 187.0, Bismarck to Burleigh
MP 88.0 to MP 87.0, Spiritwood to Eckelson.

Automatic Switches—At Magnolia, Peak, South Berea, Sanborn, Bloom, Jamestown, Eldridge, Windsor, Medina, Ladoga, Steele, Driscoll, Burleigh, and Pierce.

"Push buttons" are not installed on the signal masts at Bloom and Eldridge.

Automatic Switch, West Jamestown—When leaving the yard at Jamestown, trains must not pass the overlap sign location until authorized to proceed. After the movement has been authorized to enter the main track, movement must be made past the overlap sign. Further movement must not be made until the signal governing movement over the switch indicates proceed. If the signal does not indicate proceed within 5 minutes, hand operate the switch.

Duplicate Mileposts—Due to duplicate mileposts being used on this subdivision, an alpha suffix is used from the beginning of line segment 0038 at MP 92.3X to Eldridge, MP 99.7X.

Grade Markers—Have been placed at the following locations:

Eastward	Westward
Signal 96.6	Signal 58.3
Signal 99.0	Signal 92.9
Signal 196.8	Signal 104.5
	Signal 106.7

Cars Setout Bad Order—Trains setting out bad order cars are to spot the cars by the Bad Order signs on the auxiliary tracks.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Jamestown Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 165.0 to MP 167.0
MP 102.0 to MP 104.0
MP 91.0 to MP 94.0

8. Line Segments**Yard Line Segments****Line Segment Limits**

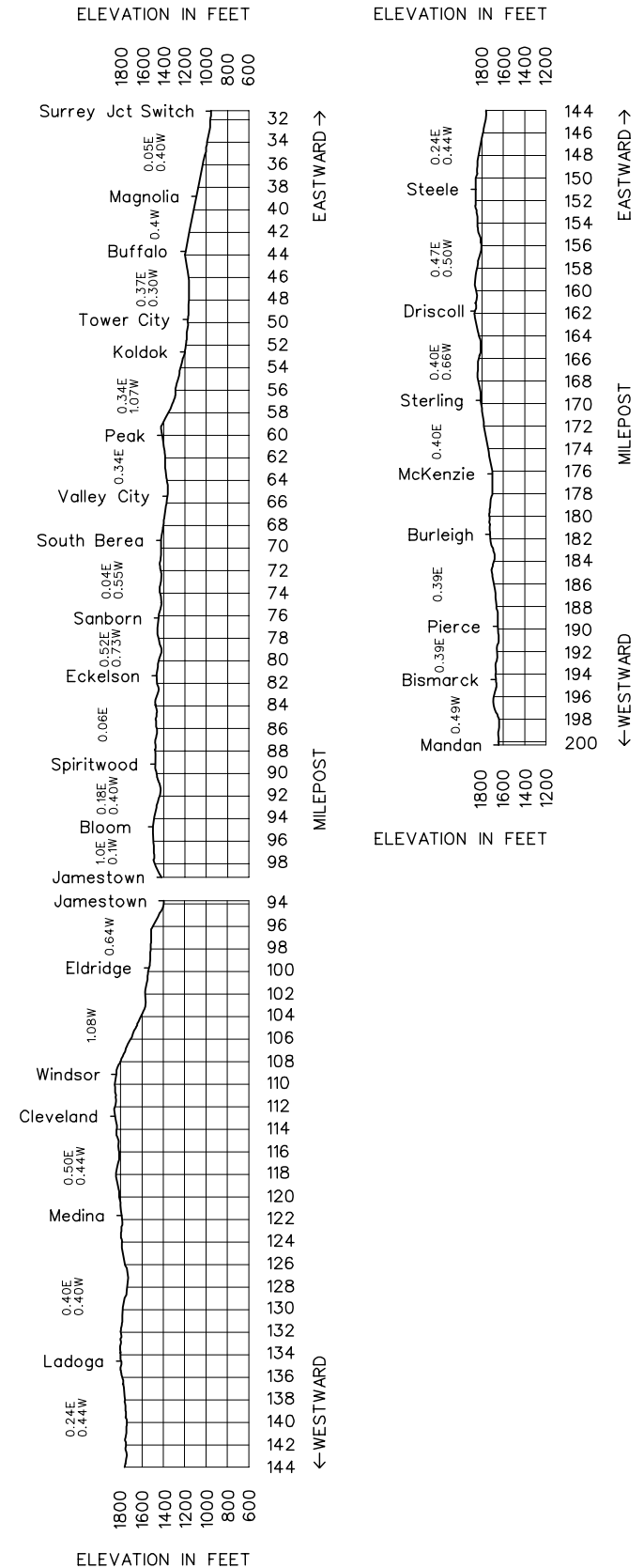
287	Jamestown State Hospital
566	Jamestown
730	Bismarck
731	Mandan
732	Mandan Shop

Road Line Segments**Line Segment Limits****Mileposts**

26	Surrey Jct. Switch - Jamestown	31.2 to 99.4
38	Jamestown to Mandan	92.3X to 200.2
281	Sanborn to Rogers	0.0 to 9.6

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
03270 Wheatland	4.6 east of Magnolia	23	East
03301 Valley City Ind Park	0.6 west of Valley City	34	East
South Berea	3.7 west of Valley City	110	Both
57310 Rogers	9.7 west of Sanborn	10	Both
03321 Urbana	3.9 west of Eckelson	10	East
03326 Ladish Spur	0.2 west of Spiritwood	Yard	Both
03339 Peavy West Elevator	1.7 west of Jamestown	110	Both
03380 Tappen	3.1 west of Ladoga	12	East

10. Grade Chart

Length of Siding (Feet)	Station Nos.	Mile Post	K O Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		250.3	EAST DILWORTH	MXV		25	1.9
		1.0	WATTS	MXV	2MT ABS		2.2
	00673	3.2	DILWORTH	BT X(2)Y			2.3
	00675	5.8	MOORHEAD JCT.	MJX(2)Y	DT ABS	26	2.8
	00679	8.6	FARGO	JX(2)Y			4.4
	00683	13.0	WEST FARGO	MJX(2)Y			7.2
	00690	20.2	CP 20	X(2)	2MT CTC		8.2
	00698	28.4	CASSETON	JX			2.7
		31.1 3.0X	KO JCT. SWITCH	JX		24	7.2
9371	00709	10.5X	ABSARAKA				13.8
9490	00724	24.3X 41.0	NOLAN	J			21.1
7733	00736	52.8	PILLSBURY				7.4
9145	00744	60.2	LUVERNE				12.8
9613	00757	73.0	HANNAFORD	J			13.4
9686	00770	86.4	SUTTON				13.5
9630	00784	99.9	JUANITA				12.8
8797	00796	112.7	BRANTFORD				11.6
11516	00808	124.3	NEW ROCKFORD	JT	CTC	34	12.5
8552	00820	136.8	BREMEN				12.7
9078	00833	149.5	HEIMDAL				12.2
8994	00845	161.7	SELZ				15.3
9526	00861	177.0	AYLMER				9.8
9388	00870	186.8	GUTHRIE				12.8
9168	00883	199.6	KARLSRUHE				12.3
9782	00896	211.9	SIMCOE				14.1
	05495	226.0 196.2X	SURREY	J			1.7
	00911	197.9X	GAVIN YARD	BJT			1.8
	00913	199.7X	JD SWITCH	X(2)		33	3.5
	00917	203.2X 0.0	MINOT	X	2MT CTC		254.6

Radio Channel No. 70 in service MP 250.3 to MP 226.0.

Radio Channel No. 54 in service MP 226.0 to MP 203.2.

Radio Channel No. 20 in service at Minot for East end switch crews

Radio Channel No. 26 in service at Minot for West end switch crews

Radio Call-In		
Surrey Jct. Switch - 53(X)	Nolan - 23(X)	Hannaford - 06(X)
Juanita - 16(X)	New Rockford - 20(X)	Selz - 17(X)
Alymer - 26(X)	Simcoe - 15(X)	Gavin - 07(X)
Fargo - 52(X) Ch. 70	Dilworth Yd - 31(X) Ch. 20	
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

(817) 234-6406, 1-800-681-4977

Dilworth—8-280-7284

RRVW Dispatcher, Channel 17 - Dial 62

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 250.3 E. Dilworth to MP 41.2 Nolan		60 MPH.
MP 41.2 Nolan to MP 93		60 MPH.*
MP 93 to MP 203.2X		60 MPH.
Trains consisting entirely of loaded double stack equipment, not exceeding 105 TOB		
		60 MPH

*Unless otherwise restricted, the maximum speed for freight Trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet
3. Train does not average more than 80 TOB
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions:

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

Same as above except train must not average more than 90 tons per operative brake under item (3)

Trains consisting entirely of double-stack equipment:

Same as above except train must not average more than 105 ton per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

MP 250.3 to MP 3.1	75 MPH.	60 MPH.
Trains over 100 TOB		
		40 MPH.
MP 3.1 to MP 9.1 (HER)—WWD only		35 MPH.
MP 12.8 to MP 3.8 (Prosper Sub) JY Jct.		10 MPH.
MP 13.0 to MP 13.1, Main 1		40 MPH
MP 27.0 to MP 28.0 (HER)		40 MPH.
MP 3.0X to MP 3.5X		35 MPH.
MP 23.8X to MP 41.2		55 MPH.
MP 60.8 to MP 61.3		60 MPH.
MP 225.5 and MP 199.7X	60 MPH.	50 MPH.
MP 199.7X to MP 200.9X, Main 2	60 MPH.	50 MPH.
MP 200.9X to MP 202.2X, Main 2	60 MPH.	35 MPH.
MP 203.2X, MT 2	35 MPH.	35 MPH.
MP 199.4X to MP 1.2 (Glasgow Sub), MT1		35 MPH.
W SW Diesel Service to W XO JD Switch, EWD FRT Main		25 MPH.
Signal 2485.5, Minot, MT 2, (HER) WWD only		30 MPH.

Trains departing sidings on a proceed signal may increase their speed to 35 MPH after their engine has passed the signal, including the west crossovers through the turnout at JD Switch.

1(C). Speed—Switches and Turnouts

Through turnouts at:

MP 250.3, crossover	35 MPH.
MP 1.0, crossover	35 MPH.
MP 6.2, crossover	35 MPH.
MP 12.9, crossover	35 MPH.
MP 20.0, crossovers	35 MPH.
MP 28.3, crossover	35 MPH.
MP 28.4, turnout to RRVW	30 MPH.
MP 31.0, crossover	35 MPH.
MP 31.1, turnout at Surrey Jct. Switch	35 MPH.
MP 124.0 to MP 124.7 (HER)	50 MPH.
Surrey, turnouts	35 MPH.

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

Absaraka siding	35 MPH.
Nolan siding	35 MPH.

	Freight
Pillsbury siding	35 MPH.
Luverne siding	25 MPH.
Hannaford siding	25 MPH.
Sutton siding	35 MPH.
Juanita siding	35 MPH.
Brantford siding	35 MPH.
New Rockford siding	35 MPH.
Bremen siding	35 MPH.
Heimdal siding	35 MPH.
Selz siding	35 MPH.
Aylmer siding	35 MPH.
Guthrie siding	35 MPH.
Karlsruhe siding	35 MPH.
Simcoe siding	35 MPH.

1(D). Speed—Other**Cold Weather Speed Restrictions**

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over	40 MPH.
Freight trains up to 100 TOB	50 MPH.
Passenger trains	65 MPH.

(Exception: Z symbol intermodal trains or single-level loaded intermodal trains may operate at maximum authorized speed.)

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

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

East Dilworth to Minot	143 tons, Restriction A
Hannaford to Walum	134 tons, Restriction G
Tatman Jct. to Tatman	134 tons, Restriction G
Hannaford Elevator Track	134 tons, Restriction G

Six-axle locomotives and six-axle derricks are not permitted on the following tracks:

MP 25.4 to Walum
Tatman Jct. to Tatman
Tribeam track 6255
Madway track 6280
Wilberellis track 6295

3. Type of Operation**ABS—in effect:**

MP 250.3 to MP 13.0

Yard Limits—in effect:

MP 250.3 to MP 13.0

CTC—in effect:

MP 13.0 to MP 203.2

Control Point Not Shown as Station

Middle Dilworth—MP 2.3 (manual interlocking)

Yard Lead—MP 5.4 (manual interlocking)

OCS—in effect:

MP 250.3 to MP 13.0

Trains and engines may enter or occupy the main track within Yard Limits on a controlled signal indication after receiving verbal permission from the Dilworth dispatcher. Trains and engines entering the main track at other than a controlled signal must obtain OCS permission from the Dilworth dispatcher.

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—in effect:

MP 22.9 to MP 26.4

Hannaford, all tracks are industrial tracks.

5. Trackside Warning Detectors (TWD)**A. Protecting bridges, tunnels or other structures**

MP 55.9—WWD only—Recall Code 238

MP 68.6—DED—EWD only

MP 202.0—WWD only—Recall Code 538

MP 209.2—DED—EWD only—Recall Code 157

B. Other TWD locations

Between Dilworth and Surrey Jct. Switch

MP 16.2—Recall Code 537

MP 25.3—Recall Code 538

Between Surrey Jct. Switch and Minot

MP 19.3X—Recall Code 538

MP 55.9—Recall Code 238

MP 83.7—Recall Code 068

MP 110.5—Recall Code 167

MP 127.9—Recall Code 168

MP 142.4—Recall Code 177

MP 168.7—Recall Code 178

MP 185.5—Recall Code 268

MP 202.0—EWD only—Recall Code 538

MP 209.2—DED—WWD only—Recall Code 157

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

Dilworth Terminal—Dilworth Terminal is defined as all yard tracks and main tracks on the:

KO Sub. from MP 250.3 to MP 13.0.

Hillsboro Sub. from MP 24.2 to MP 28.0.

Prosper Sub. from MP 41.3 to MP 3.9 including the JY connecting track and the Dakota connecting track.

P Line Sub. from MP 0.0 to MP 3.6.

Designated Fueling Locations:

KO Subdivision	27th St.	MP 9.2
	9th St	MP 12.0
Hillsboro Subdivision	Dakota Jct.	MP 25.7
Fargo Yard Office		MP 24.4
JY Jct.		MP 3.7

All trains and engines must get verbal permission from the Dilworth dispatcher to enter yard limits.

Radio channels No. 20 and No. 70 are in service. When working, approaching or traveling on main tracks, all employees will use Road Channel No. 70. All other movements or work on other than the main track will use Yard Channel No. 20.

Departing trains require a roll-by inspection at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

All crews deadheading from Dilworth must have permission from the yardmaster on duty to depart Dilworth or Fargo prior to leaving the terminal.

Any utility person or hostler helper making an initial terminal air test either when attached as a crew member or working with the Dilworth hostler, must have a list of cars on the track being tested. Verification of that track for correct placement of dangerous cars must be made and the yardmaster advised.

All train crews must contact the Dilworth Terminal Dispatcher for instructions for route through the Dilworth/Fargo Terminal.

The normal position of the crossover switches at the East end of the roundhouse lead is for the South lead and wye track.

Occupancy Control System—In the Dilworth/Fargo Terminal, Occupancy Control System (OCS) is in effect from:

- MP 250.3 to MP 13.0 on the KO Subdivision,
- MP 41.3 to MP 3.9 on the Prosper Subdivision,
- MP 3.9 to West Fargo on the Prosper Subdivision,
- MP 24.2 to MP 25.9 on the Hillsboro Subdivision.

All main track movements within yard limits will be controlled by the Dilworth dispatcher. All yard track movements (other than main track) in the Dilworth/Fargo Terminal will be controlled by the Dilworth yardmaster.

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Middle Dilworth—MP 2.3
- Eastbound Yard Lead (MP 5.2 on Main 2, KO Sub.)
- Moorhead Jct.
- West Fargo
- South Moorhead
- Fargo Yard Office
- Dakota Jct.
- JY Jct.
- OTV Jct.

Trains and engines must get verbal authority from the Dilworth dispatcher to pass any signal displaying a Stop indication. OCS does not relieve train and engine crews from compliance with GCOR 9.17. OCS does not permit trains or engines to occupy the main track within interlocking limits.

Maintenance of Way crews must obtain an OCS authority from the Dilworth dispatcher before occupying or fouling the main track within OCS limits or must have a Form B in effect.

Maintenance of Way crews in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way crew members to occupy or foul the main track within a manual interlocking (East Dilworth, Watts, Moorhead Jct., OTV Jct., West Fargo, JY Jct., Middle Dilworth, and Fargo Yard Office), they must get either an OCS that specifically authorizes them to occupy the main track within the limits of that interlocking or must have a Form B in effect.

All employees and train crews receiving an OCS must report to the Dilworth dispatcher when they are clear of the OCS limits and include the following information:

- OCS number.
- Name of employee or engine number of train.
- Limits that were permitted.
- Time OCS reported clear.

Casselton—BNSF trains setting out or picking up cars at Casselton must contact the RRVW dispatcher at (701) 280-7338 to obtain track bulletins for the RRVW.

Wallum Industrial—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

New Rockford—The east end of the south siding switch leading to RRVW must be lined and locked for the RRVW.

Extra head-end/rear-end train devices are available.

Minot—Westward trains at Simcoe will call the Gavin yardmaster for instructions.

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

Remote Control Operations—Signs located at MP 28.0 (Hillsboro Subdivision), MP 16.5 and MP 250.3 (KO

Subdivision), MP 41.2 (Moorhead Subdivision), MP 2.4 (P-Line Subdivision) and MP 4.0 and MP 21.4X (Prosper Subdivision) designate the Remote Control Area at Dilworth.

Signs located at MP 195.0 (Devils Lake Subdivision), MP 3.0 (Glasgow Subdivision) and MP 226.0 (KO Subdivision), designate the Remote Control Area at Gavin Yard, Minot.

Remote Control Zone (RCZ)—Two RCZs are established at Gavin Yard. RCZ #1 on the west end, from the sign 50 ft west of the private crossing in front of the tower (MP 198.4X), to the sign 150 ft east of 55th St NE (Ackermans X'ing MP 199.0X) on the Westward track (track 6397).

RCZ #2 on the east end from the sign at the Dakota Lead switch (MP 197.3) to the sign 50 ft west of the derail (MP 195.9) on the Dakota Lead (track 6329).

Activation / Deactivation Procedure—The remote control operator will notify the yardmaster when the RCZ is activated or deactivated. Before equipment enters or fouls RCZ #1 (Westward track), employees must contact the remote control operator on channel 26 to determine if the zone is activated. Before equipment enters or fouls RCZ #2 (Dakota Lead), employees must contact the remote control operator on channel 20 to determine if the zone is activated. If unable to contact the remote control operator, contact the yardmaster to determine if either remote control zone is activated.

Duplicate Mileposts—Due to duplicate mileposts on this subdivision, an alpha suffix is used between Surrey Jct Switch, MP 3.0X and Nolan, MP 24.3X and between Surrey, MP 196.2X and Minot, MP 203.3X as provided by System Special Instructions.

Test Mile Locations

WWD—MP 13.5 - MP 14.5
 MP 115.8 - MP 116.8
 MP 146.5 - MP 147.5
 MP 220.0 - MP 221.0

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

Cars Setout Bad Order—Trains setting out bad order cars are to spot these cars by the Bad Order signs on the auxiliary tracks.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the KO Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
 MP 124.0 to MP 148.0
 MP 44.5

8. Line Segments

Yard Line Segments

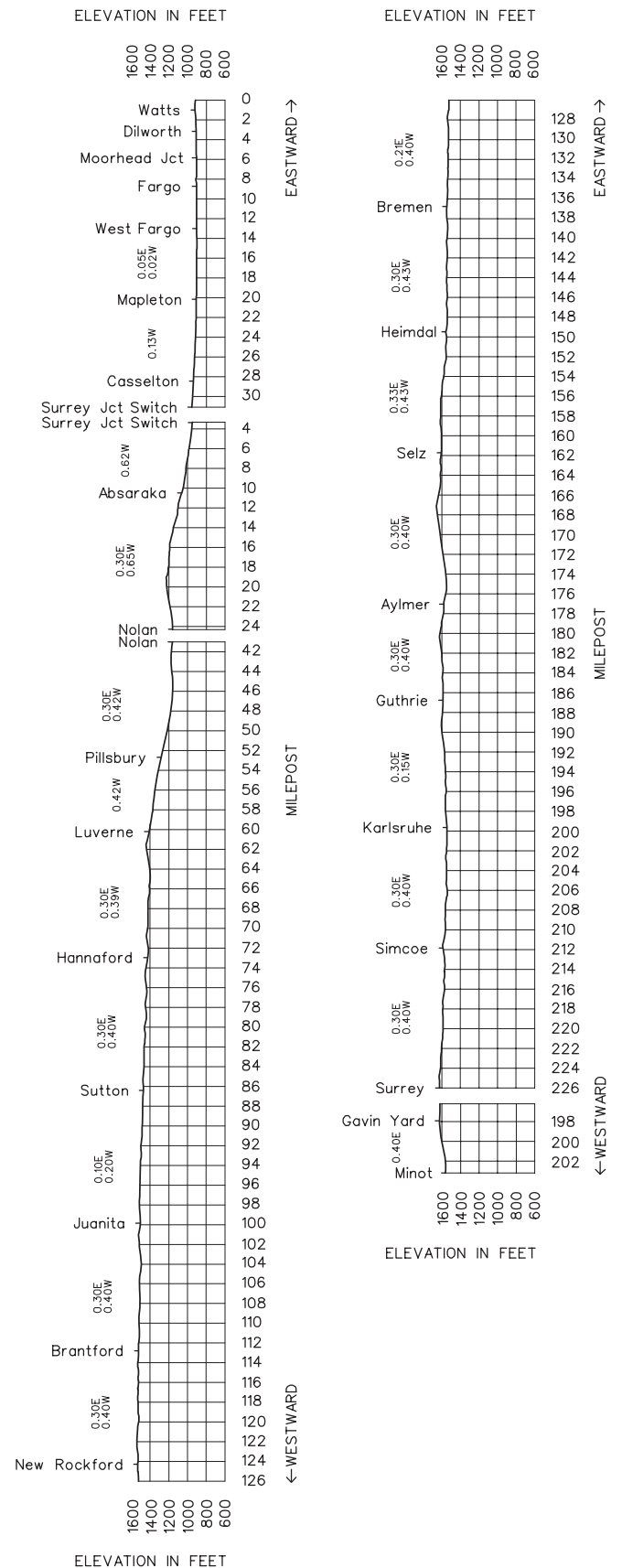
Line Segment	Yard
562	Dilworth WFE
560	Dilworth
561	Fargo
468	Gavin Yard
565	Minot Yard

Road Line Segments**Line Segment Limits**

291	JY - West Fargo
272	Tatman Spur
25	East Dilworth, MP 250.2 to MP 251.1
26	East Dilworth to Surrey Jct. Switch, MP 0.0 to MP 31.2
24	Surrey Jct. Switch to Nolan, MP 3.0X to MP 24.3X
34	Nolan to Surrey, MP 41.0 to MP 226.1
33	Surrey to Minot, MP 196.2X to MP 203.3X

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
00690 Mapleton	7.0 west of West Fargo	30	West
00692 Norpak	2.4 west of Mapleton	20	East
00695 Dalrymple	5.3 west of Mapleton	37	West
00715 Ayr	6.0 west of Absaraka	110	Both
00750 Karnak	6.3 west of Luverne	12	East
57324 Walum	3.4 east of Hannaford	12	Both
00777 Glenfield	7.0 west of Sutton	45	Both
00790 Grace City	6.4 west of Juanita	27	Both
00827 Hamberg	6.1 west of Bremen	29	Both
00839 Wellsberg	6.1 west of Heimdal	46	East

10. Grade Charts

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Siding Switch Mile Post Loc.	Mile Post	Lakes Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		05004		5.4	SUPERIOR	BT	Rule 6.28	28	2.2	
				7.6	54th ST.				1.2	
		05008		8.8	CENTRAL AVE. To Rice's Point Yard on Coal Track 10.1	JX			0.6	
				9.4	M&J JCT.	J			0.9	
		05010		10.3	SAUNDERS	JX(2)	2MT CTC		0.5	
				10.8	WEST SAUNDERS	X			1.8	
		05013		12.6	BOYLSTON	JTX		30	3.3	
				15.9	MP 15.9				18.1	
9,700	05033	33.0 34.9		34.0	CHUB LAKE	J			7.1	
	05039			41.1	CLOQUET				8.9	
7,869		49.2 50.9		50.0	DRACO				7.7	
10,480	05055	55.9 58.0		57.7	BROOKSTON	J	CTC		17.9	
9,785	05073	73.0 75.0		75.6	FLOODWOOD				6.6	
9,216	05079	82.1 83.9		82.2	ISLAND				9.9	
9,893	05090	90.3 92.4		92.1	SWAN RIVER				9.0	
9,917	05099	100.0 102.0		101.0	PHILBIN				7.4	
7,036	05106	106.9 108.4		108.4	GUNN	JT			3.7	
	05109			112.1	GRAND RAPIDS	B	TWC ABS		4.4	
	05115	116.7 117.7		116.5	COHASSET	T		TWC	9.2	
6,950	05124	125.6 127.0		125.7	DEER RIVER				7.1	
	05131			132.8	BALL CLUB				20.1	
6,228	05151	152.7 153.9		152.9	SCHLEY				12.0	
	05163			164.9	CASS LAKE	BT			159.6	

Radio Channel No. 66 in service Superior to Chub Lake.

Radio Channel No. 85 in service Chub Lake to Cass Lake.

Radio Channel No. 76 in service Superior Terminal.

Radio Channel No. 33 in service Duluth Yardmaster.

Radio Channel No. 36 Superior/Duluth Industry Channel.

Radio Channel No. 70 in service Grand Rapids.

Radio Channel No. 48 MW Channel.

Radio Channel No. 2590 Remote Control Jobs

Radio Call-In		
Saunders - 81(X)	Chub Lake - 79(X)	Brookston - 97(X)
Floodwood - 94(X)	Grand Rapids - 92(X)	Schley - 93(X)
Bemidji - 72(X)	CN West-Ch79(587)	Rainey Sub RTC- Ch16(845)
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Phone Numbers

Hinkley—(817) 234-6408; Lakes—(817) 234-6409; CN West—
715-345-2463; Rainey Sub RTC—218-628-4785

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 7.6 to MP 115.8	50 MPH.
MP 115.8 to MP 164.9	49 MPH.

1(B). Speed—Permanent Restrictions

54th St. to MP 21.0	40 MPH.
MP 21.0 to MP 34.0	35 MPH.
MP 34.0 to MP 39.6	40 MPH.

	Freight
MP 39.6 to MP 41.3 (HER)	30 MPH.
MP 41.3 to MP 46.6	40 MPH.
MP 46.6 to MP 47.4	35 MPH.
MP 47.4 to MP 57.7	40 MPH.
MP 63.3 to MP 63.6	40 MPH.
MP 108.4 EWD trains approaching EBCS, Gunn (HER) from Casco Subdivision only	20 MPH.
MP 108.5 to MP 111.2	25 MPH.
MP 111.2 to MP 112.3 (HER)	12 MPH.
MP 112.3 to MP 115.8	25 MPH.

1(C). Speed—Switches and Turnouts

Trains or engines on siding or through No. 20 turnouts

at the following locations:

Crossover Saunders MP 10.3, Boylston, MP 15.9 and

Chub Lake, east and west siding switch 35 MPH.

Central Ave., turnout to coal main 12 MPH.

Trains or engines on siding or through No. 20 turnouts

at the following location:

Crossover West Saunders MP 10.8 10 MPH.

Trains or engines on sidings and through No. 20 turnouts

at the following locations:

Draco, Brookston, Swan River, Island, Philbin, Floodwood

and turnout to Brainard Subdivision 25 MPH.

Sidings

Gunn, Deer River, Schley 10 MPH.

Trains and engines through turnouts at the following locations:

Central Ave. crossover 25 MPH.

Cass Lake Yard 10 MPH.

1(D). Speed—Other

Coal Runner between Central Ave. MP 8.8

and 28th St. MP 6.1—(HER) 20 MPH.

Eastward and westward runner tracks between

54th St. and Superior (28th St.) 20 MPH.

Deer River, over city crossings between

MP 125.5 and MP 125.9 (HER) 25 MPH.

Gunn (west leg of wye) 5 MPH.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed
restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.

Item 1(A) of the System Special Instructions applies from MP 108 to MP
116.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Superior to Cass Lake 143 tons, Restriction A

Grassy Point Bridge 143 tons, Restriction C

3. Type of Operation

CTC—in effect:

MP 7.6 to MP 108.5

Multiple Main Tracks—in effect:

2 MT:

MP 7.6 to MP 15.9

ABS—in effect:

MP 108.5 to MP 115.8

TWC—in effect:

MP 108.5 to MP 164.9

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to
the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is
required in quiet zones.

Rule 5.8.2 Quiet Zones—Superior - Quiet zones are in effect
at the following crossings. The whistle must not to be sounded
except in an emergency:

5th Street E MP 63.77 (Former Ashland Branch)

21st Street E	MP 64.77 (Former Ashland Branch)
24th Avenue	MP 64.98 (Former Ashland Branch)
58th Street	MP 67.07 (Former Ashland Branch)
Hammond Avenue	MP 67.08 (Former Ashland Branch)
Tower Avenue	MP 67.48 (Former Ashland Branch)
28th Street	MP 5.98 (Coal Main)
61st Street	MP 8.519 HWY 105(Main Line)
61st Street	MP 8.322 HWY 105 (Coal Runner)
28th Street	MP 5.485 (Main Line)

Duluth - The whistle must be sounded at all crossings.

Exception: Do not sound the whistle between 2200 and 0700 hours except in an emergency at the following crossings:

Raleigh & Grand Ave.	MP 146.11
Freemont St. & 59th Ave W	MP 0.58
63rd Avenue W. & Sherburne St.	MP 0.39
63rd Avenue W. & Sherburne St.	MP 0.05
Pulaski St. & 75th Ave. W	MP 0.37
Spring St.	MP 1.58
Redruth St. & 63rd Ave W	MP 146.04
Clyde Ave. & 88th Ave. W	MP 2.06
City Sewer Plant South of I-35	MP 5.33
McCuen & 93rd Ave W.	MP 5.43
Herman Ave & Hudson Blvd.	MP 5.84
Commonwealth Ave. & Hudson Blvd	MP 6.02

Rule 6.19—When flagging is required, the distance will be 2.0 miles.

Rule 6.28—in effect:

All trackage east of MP 7.6 (54th St.)

Rule 6.32.4—In the state of Wisconsin, the last paragraph of Rule 6.32.4 is changed to read:

When it can be avoided, cars or engines must not be left standing nearer than 330 feet to road crossing when there is an adjacent track.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures
 - MP 25.4—DED—WWD only—Recall Code 797
 - MP 31.5—EWD only—Recall Code 798
- B. Other TWD locations
 - MP 16.0—DED—Exception Reporting
 - MP 20.8—DED—Exception Reporting
 - MP 25.4—DED—EWD only—Recall Code 797
 - MP 31.5—WWD only—Recall Code 798
 - MP 37.0—DED—Exception Reporting
 - MP 41.8—DED—Exception Reporting
 - MP 46.7—DED—Exception Reporting
 - MP 53.4—Recall Code 978
 - MP 57.7—DED—Exception Reporting
 - MP 78.0—Recall Code 948
 - MP 105.0—Recall Code 928
 - MP 129.9 —Recall Code 937

6. FRA Excepted Track—None

7. Special Conditions

Operating on the CN RR at Superior—Trains/crews that will move on the CN Railroad must obtain a track warrant prior to departure that lists the track bulletins in effect for the specific territory they will run on. The warrant and bulletins should be generated by the CN Dispatcher and sent to the respective fax machines. All necessary documents, i.e. Track Warrant and Track Bulletins will be available at Superior, WI and Kelly Lake MN.

Locations affected—Cass Lake, MN for trains destined CN Keenan Yard, Northtown for trains destined CN Steelton Yard via Saunders, WI and Superior, WI for trains destined CN Steelton Yard or Keenan Yard.

CN North (218) 628-4788 Handles Kelly Lake/Keenan
 CN South (218) 628-4785 Handles Saunders/Steelton
 CN Dispatcher fax (218) 744-7189

Fax numbers where track warrants can be received:

Cass Lake (218) 335-2717
 Kelly Lake (218) 262-2341
 Northtown (763) 782-3163
 Superior (715) 394-1383

Between Central Avenue and Duluth—Between MP 3.3 and Grassy Point draw bridge and between No Name Creek and Rice's Point Yard will be two running tracks that will be called East and West running tracks.

Between Central Avenue and Superior East End—The manual interlocking located at VN Jct. is controlled by the control operator at Minneapolis (612-904-5828). When it is necessary to get a signal for a route, call the control operator from the phone located near the crossing.

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

Grassy Point Drawbridge—Movement over the bridge is controlled by an operator on Channel 76. When approaching the bridge, contact the operator for a route. Moving from Superior to Duluth, obtain a route from the Rices Point Yardmaster, Channel 33. Moving from Duluth to Superior, obtain a route from the 28th Street Yardmaster, Channel 76, prior to movement over the bridge.

Midwest Energy—Hard hats are required at Midwest Energy and can be picked up from a cabinet near the entrance to the dumper.

When a red signal is displayed a train must not enter the shed, or move within the shed when spotting. When a green signal is displayed a train may enter the shed, or move within the shed. When spotting with an RCO crew, one crew member must remain on the lead locomotive to observe the shed signals. Shed signals must be green to move.

When stripe alignment will not allow the first car to be dumped without detaching the locomotive from the train, the train crew must work with the dumper foreman to ensure the dumper has been locked and tagged to provide protection prior to going in between equipment. Once protection has been established proceed as follows:

1. Spot the first car.
2. Engineer will make a 20-psi reduction.
3. Conductor or switchman will close angle cock on car.
4. Detach engine from train.

After first car has been dumped:

5. Reattach engine to train.
6. Release air.
7. Spot second and third cars for dumping.

After the train has been released to Midwest Energy for unloading, do not disembark while the train is being moved by the indexer. Wait until the train has stopped moving before disembarking. Crews for coal empties out of Midwest must not board the train until the crew has been notified that the train has been released by Midwest Energy.

Do not use dynamic braking starting at the first curve beyond the dump shed. Operate at 10 MPH on all Midwest Energy tracks. Exception: Operate at 5 MPH from the first inside switch to the dumper shed (loads only).

Distributed Power Operation at MERC—Coal trains destined to Superior must advise the 28th street Yardmaster whether or not their train is DP when calling for yarding instructions. If the train is to be handled to a spot at MERC, the train must be handled per existing spotting instructions above using AAR radio channel 20. To deactivate the alertness device temporarily, refer to ABTH rule 104.12.1. (pocket reference guides are available at the terminal).

The inbound crew or yard crew spotting the train will determine the stripe alignment of the lead car and the rear car. If the lead car has a solid drawbar next to the engine, ABTH rule 105.5, "set out mode" must be utilized to make a cut. If the rear car has a solid drawbar next to the remote engine, "set out mode" must be utilized to make a cut to allow the last car to be dumped. This would be done by the outbound crew. (pocket reference guides explaining "set out mode" are available at the terminal). After spotting the head three cars, it is imperative that the first step in deactivating the alertness device MUST be to change the mode of the remote engine to Idle. Before the train is turned over to MERC for unloading, the engineer must physically go to the remote engine and isolate it. After this is done, MERC must be notified on AAR radio channel 36 that all engines are isolated and that the train is ready for dumping.

Any questions regarding the operation of DP trains should be addressed to the local Road Foreman of Engines.

Gunn—Permission must be obtained from the dispatcher before operating the electric lock switch at West Gunn to enter or leave the siding.

Seyton—The normal position of the east switch to the Potlatch spur will be lined for the Potlatch spur.

MP&L Plant, Cohasset—The normal position for the inside switch of the MP&L wye will be for the west leg of wye.

Hard hats are required at MP&L and can be picked up at the southeast corner of MP&L maintenance building. Return hard hats to the gate house prior to departing. The west leg of wye switch to the loop switch south of the coal dumper shed: 10 MPH.

Spotting Coal Trains at MP&L Plant, Cohasset—Use channel 66 to establish 3-way radio communication with the Conductor, the Engineer and the MP&L Dumper Operator. After the Dumper Operator states, "Good Spot"; the Conductor will state, "Good Spot" to the Engineer. The Engineer will then state, "Set and Centered" to the Conductor.

Deer River—All trains and engines must protect movement over the South St. crossing at MP 125.6 when occupying the siding due to rusty rail.

Taconite Cars—For freight trains with more than 6000 trailing tons and that are handling empty taconite cars, the empty taconite cars must be placed at the rear of the train.

Remote Control Operation in Superior/Duluth Terminal—Remote control operation in the terminal complex will utilize AAR 2590 which uses a repeater to increase communication distance between portable radios. Portable radios can be reprogrammed to include AAR 2590 while employees attend RCO training. Remote control engines in the terminal must link using F3 to utilize the repeater. Standard AAR channels for the terminal listed in this timetable remain in effect for conventional switch jobs.

Remote Control Operations—Signs at MP 11.3 - Eastward (Mains 1 and 2), MP 9.3 - Eastward (M&J Jct., Mains 1 and 2) and MP 10.8 - Westward, Tower Avenue (UPRR and CPRS entering BNSF RR) designate the Remote Control Area at Superior.

Signs at 400 Garfield St. (CPRS entering BNSF RR), "Highline" (CN entering BNSF RR) and 37th Avenue West (CN entering BNSF RR) designate the Remote Control Area at Duluth.

Test Mile Locations

MP 87 - MP 86
MP 18 - MP 17
MP 139 - MP 140

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Lakes Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 8.2 to MP 8.4—Main 1 and Main 2
MP 121.0

8. Line Segments

Terminal Line Segments

Line Segment	Duluth	Limits
214	Double Track	21st Ave. W—46th Ave. W
235	Riverside Jct.	72nd Ave. West— Riverside Jct.
501	Bridge Yard	5th Ave. W—Garfield Ave.
502	Commerce Tracks	5th Ave. W—15th Ave. W
503	Birch St. Yard	Garfield Ave.—Birch St. Yard
504	Rice's Point Yard	
505	Boston Yard	39th—48th Ave. W
508	Mike's Yard	Main St.—72nd Ave. W

Line Segment	Superior	Limits
509	Belknap Yard	Amzoi
510	17th St. Yard	Elevator Station—28th St.
511	28th St. Yard	28th St.—Central Ave.
513	Saunders Yard	Saunders Tower—Yard Board
514	East End Yard	15th Ave. E—31st Ave. E
516	Allouez Yard	
517	Allouez Tac Yard	New Loop

Yard Line Segments

Line Segment	Limits
519	Cloquet
527	Cass Lake Yard

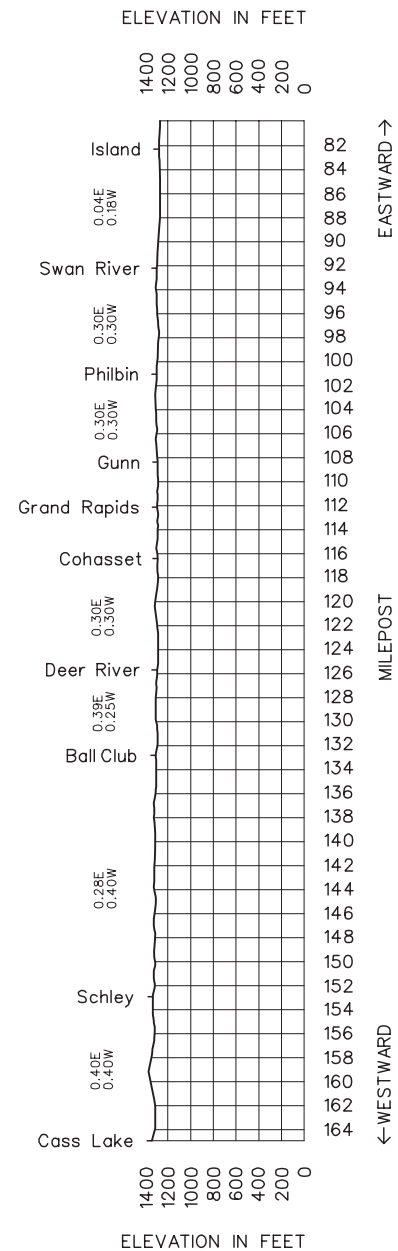
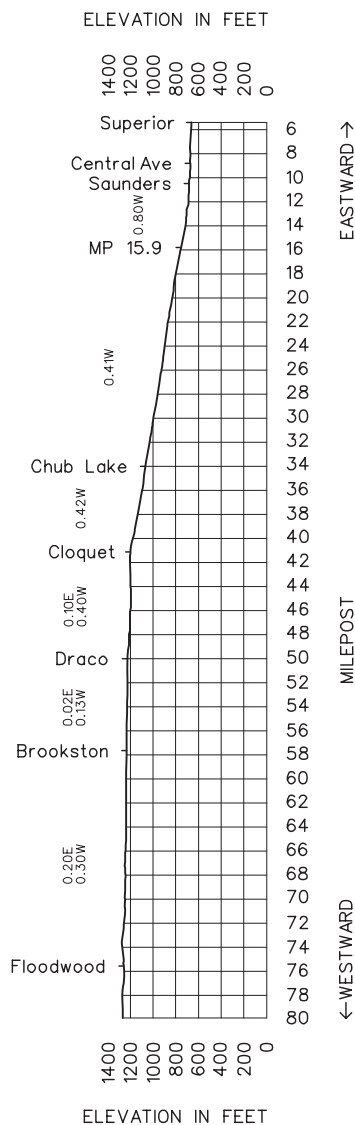
Road Line Segments

Line Segment	Limits
27	Central Ave.—Superior, MP 3.5 to MP 8.6
28	Central Ave.—Winters St., MP 3.6 to MP 4.3
233	Central Ave.—Allouez, MP 62.9 to MP 67.8
234	Berwind Jct.—LST&T Jct., MP 0.0 to MP 4.3
235	W. Duluth—New Duluth, MP 0.0 to MP 2.0
505	Rice's Point—Berwind Jct., MP 0.0 to MP 3.4
28	Superior to Boylston, MP 4.6 to MP 13.3
30	Boylston to Cass Lake, MP 13.3 to MP 165.2

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
05001 Duluth	7.8 east of Superior		Both
Rice's Point	6.8 east of Superior	Yard	Both
Stateline - Stub Track	9.1 east of Chub Lake	5	East
05029 Alford	3.8 east of Chub Lake	10	East
Brookston Gravel Pit	0.1 west of Brookston	45	Both
05113 Seyton	3.2 west of Grand Rapids	40	Both
05116 Minn. Power & Light Spur	0.4 west of Cohasset	121	Both
05144 Bena	12.9 west of Ball Club	23	West
05273 International Falls via DWP	172.1 west of Superior	Yard	Both

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Madison Subdivision BRANCH LINE STATIONS (BNSF and E&E Crossings)	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		54418	0.0	SIOUX FALLS	BJTUR			2.9	
		54297	2.9	WEST JCT	JR			6.1	
		54293	9.0	CROOKS				5.8	
		54287	14.8	LYONS				5.8	
		54281	20.6	COLTON		TWC	199	7.6	
		54274	28.2	CHESTER				7.6	
		54274 54266	35.8 325.2	WENTWORTH				8.9	
		64807	334.1	MADISON SD (End BNSF Ownership)	R		224	44.7	

Radio Channel No. 66 in service.

Radio Channel No. 36 in service in yard at Sioux Falls.

Radio Call-In	
Sioux Falls - 90(X)	Madison 51(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Numbers

(817) 234-2356

1. Speed Regulations

1(A). Speed—Maximum

Freight
MP 0.0 to MP 334.1 25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 4.0 10 MPH.
MP 0.0 to MP 0.2, over 6th and 8th Street xings, (HER) 5 MPH.

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

1(D). Speed—Other

Wentworth—over new connecting track 5 MPH.
Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sioux Falls to Madison 143 tons, Restriction E

3. Type of Operation

TWC—in effect:

MP 4.0 to MP 332.4.

Restricted Limits—in effect:

Sioux Falls—MP 0.0 to MP 4.0

Madison—MP 332.4 to MP 334.6 end of track

4. General Code of Operating Rules Items

Rule 6.19—When required to flag, the distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Sioux Falls—The normal position for the main track switch at West Junction is lined and locked for the Madison Subdivision.

Sioux Falls (Between West Junction and Dell Rapids)—

Prior to occupying L. G. Everest Company tracks, the conductor must obtain “track permission” from the L. G.

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

Do not exceed 10 MPH on L. G. Everest tracks, Rule 6.28 in effect.

Colton—“Stop and Wait” signs have been installed at 5th St., MP 20.54, on Tracks 4113 and 4114 for movement in both directions.

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 103.6.3 and 103.2.1, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Madison Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 3.0 to MP 4.0
MP 7.0 to MP 9.0
MP 11.0 to MP 13.0
MP 15.0 to MP 18.0
MP 18.6
MP 26.6 to MP 27.9
MP 32.0 to MP 35.0
Bridge 332.8

8. Line Segments

Yard Line Segments

Line Segment Limits

554 Sioux Falls

Road Line Segments

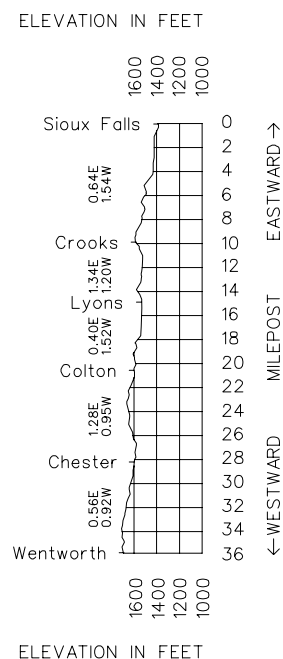
Line Segment Limits

199 Sioux Falls to Wentworth

224 Wentworth to Madison

9. Locations Not Shown as Stations—None

10. Grade Chart



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Marshall Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		03092	0.0	WILLMAR	BJTX			19.2	
	7,569	07312	19.2	CLARA CITY				15.0	
	5,013	07297	34.2	GRANITE FALLS	A			6.5	
	9,146		40.7	LORNE				3.1	
		07288	43.8	HANLEY FALLS	JT			3.6	
	7,000	07283	47.4	SHAM LAKE				15.2	
	7,553	07270	62.6	MARSHALL				12.9	
		07256	75.5	RUSSELL				12.8	
	7,200	07243	88.3	RUTHTON		TWC	197	23.4	
	11,641	07220	111.7	IHLEN				15.6	
	11,377	07204	127.3	GARRETSON	JT			17.4	
	7,000	07187	144.7	HILLS				13.3	
	5,198	07173	158.0	ALVORD				18.8	
	10,686	07154	176.8	AIRPORT				29.1	
	7,000	07125	205.9	MERRILL				5.5	
		07119	211.4	WREN TOWER	A			10.8	
		07109	223.2	SIoux CITY (18th Street Yard)	BJRT			223.2	

On the Sioux City Subdivision, Nebraska Division, MP 102.0 to Sioux City is part of and under the jurisdiction of the Twin Cities Division.

Radio Channel No. 70 in service for road.

Radio Channel No. 36-83 in service for Willmar Yard.

Radio Channel No. 20 in service for Willmar Yarding Instructions.

Radio Channel No. 20 in service for Willmar Roundhouse.

Radio Channel No. 75-27 in service for Sioux City Yard.

Radio Call-In		
Willmar - 73(X)	Granite Falls - 62(X)	Marshall - 63(X)
Holland - 64(X)	Garretson - 65(X)	Sioux Center - 67(X)
Sioux City - 53(X)		
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher—(817) 234-6404

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 222.2 **Freight** 49 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.2 10 MPH.
 MP 32.7 to MP 32.8 30 MPH.
 MP 104.4 to MP 104.8 45 MPH.
 MP 127.0 to MP 142.0 40 MPH.
 MP 142.0 to MP 192.0 45 MPH.
 MP 204.0 to MP 211.3 45 MPH.
 MP 211.3 to MP 211.4 30 MPH.
 MP 211.4 to MP 223.2 45 MPH.

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

1(D). Speed—Other

All sidings 10 MPH.
 Hanley Falls—Connection track to Minn. Valley RR
 and connection tracks to Hanley Falls Subdivision 5 MPH.

Freight

Pipestone—On Old Rock Island Main track,
 Cargill Grain track, and BNSF transfer track 5 MPH.
 Sioux City, Roundhouse tracks 714 - 718 5 MPH.

Temperature Restrictions—When the ambient temperature is -25 degrees F or colder:

Freight trains 100 TOB and over 40 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Willmar to Sioux City 143 tons, Restriction D

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

Sherman—Six-axle locomotives are not permitted on the elevator track.

3. Type of Operation

TWC—in effect:

MP 0.0 to MP 219.0

Restricted Limits—in effect:

MP 219.0 to MP 223.2

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

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

Rule 8.3—The normal position of main track switches does not apply at the following main track switches in Sioux City:

The north end of the new pass switch.

The main track switch at 31st St.; and

MP 222.17, 18th St. crossover;

MP 222.96, 7th St. crossover;

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

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 34.2

MP 211.4

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, tunnel or other structures: None

B. Other TWD Locations

MP 22.6—Recall Code 627

MP 46.1—Recall Code 628

MP 78.5—Recall Code 638

MP 113.5—Recall Code 648

MP 135.7—Recall Code 657

MP 160.1—Recall Code 658

MP 174.7—Recall Code 659

MP 197.5—Recall Code 678

6. FRA Excepted Track—None

7. Special Conditions

Willmar—All trains and on track equipment entering the Willmar Remote Control limits must contact the yardmaster on channel 54 before going past the remote control signs on the respective subdivision. The yardmaster will then authorize further movement and issue yarding instructions into Willmar Yard.

All train movements on the East and West leads and movements out of yard tracks on either end of the yard must not be made unless permission has been granted by the respective yard engines. If contact cannot be made with the switch crew, contact the Willmar yardmaster for permission to occupy the lead.

Marshall—At ADM, BNSF is authorized to operate over the lead and the switches on tracks 7 and 8 only. Line all switches back to the lead after setouts and pickups.

All crews with work at ADM in Marshall need to contact the plant 30 minutes prior to arrival. Please call the guard shack via MRAS at 507-537-2676 and report your estimated arrival time at Marshall.

All crews setting out at ADM in Marshall will report cars as being set-out on track 4797 unless set-out is at Harvest States.

Florence Wye—The Dakota, Minnesota & Eastern Railroad (DM&E) interchanges at MP 80.5 (South Florence Wye switch) and MP 80.3 (North Florence Wye switch). Movement between the BNSF main track and the DM&E main track will be governed by GCOR rule 6.28. Movement over the DM&E Main track is to be made under GCOR rule 14.1, Track Warrant Control (TWC) per the DM&E Timetable, Huron Subdivision. Contact the DM&E dispatcher to receive a DM&E Track Warrant.

Contacts for the DM&E Railroad:

Radio Channel	1919 (*1 to dial up)
West Dispatcher	605-782-1441
Asst. Chief Dispatcher	605-782-1421
Emergency Phone	1-800-658-3551
Trainmaster	605-929-8846
or	605-321-8618

The preferred method of trains arriving and departing the DM&E Florence Wye is to pull in and pull out.

Garretson—When setting out only locomotives, they will be set out on track 13 because it is protected by derails at both ends.

Sioux City—Trains entering Remote Control limits must contact the yardmaster on channel #75-27 before going past the remote control signs on the respective subdivision. The yardmaster will then authorize further movement and issue yarding instructions into Sioux City Yard. All inbound trains will give the Sioux City Yardmaster their current fuel readings when requesting permission to enter Sioux City.

All trains and on-track equipment arriving off the Marshall subdivision are to contact the yardmaster before passing 46th Street (MP 219.0).

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

All Nebraska Northeastern trains, engines, or equipment must receive permission from the Yardmaster to enter the Sioux City Subdivision at Ferry. The industry tracks at Ferry and West Bing siding have been designated as interchange points. All BNSF and Nebraska Northeastern trains and engines must notify the Yardmaster before entering or occupying the trackage between MP 4.0X and MP 8.0 on the Nebraska Northeastern and between MP 0.0X and MP 4.0X on the Sioux City Subdivision.

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

Remote Control Operations—Signs located at MP 97.0 (Wayzata Subdivision), MP 106.0 (Morris Subdivision) and MP 3.0 (Marshall Subdivision) designate the Remote Control Area at Willmar, Minnesota.

Signs located at MP 219.0 (Marshall Subdivision), MP 521.0 (Aberdeen Subdivision), and MP 101.4 (Sioux City Subdivision) designate the Remote Control Area at Sioux City.

VTR to Report Departure—Trains on the Marshall Subdivision must use the VTR when departing Marshall, Garretson, and Sioux Center to report the proper departure time from these locations.

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

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

The crossing warning device at Pipestone, MP 104.7, Cargill Track 5439 is inoperative. The crossing must be protected per Rule 6.32.2.

Test Mile Locations

MP 122.0—MP 121.0
MP 135.0—MP 134.0
MP 8.0—MP 7.0
MP 209.0—MP 208.0

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Marshall Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 29.0 to MP 37.0	MP 56.0 to MP 57.0
MP 64.0 to MP 77.0	MP 116.0 to MP 123.0
MP 148.0 to MP 153.0	MP 163.0 to MP 164.0
MP 203.0 to MP 219.0	

8. Line Segments

Yard Line Segments

Line Segment Limits

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

Road Line Segments

Line Segment Limits

197	Sioux City to Willmar
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Ballast Pits

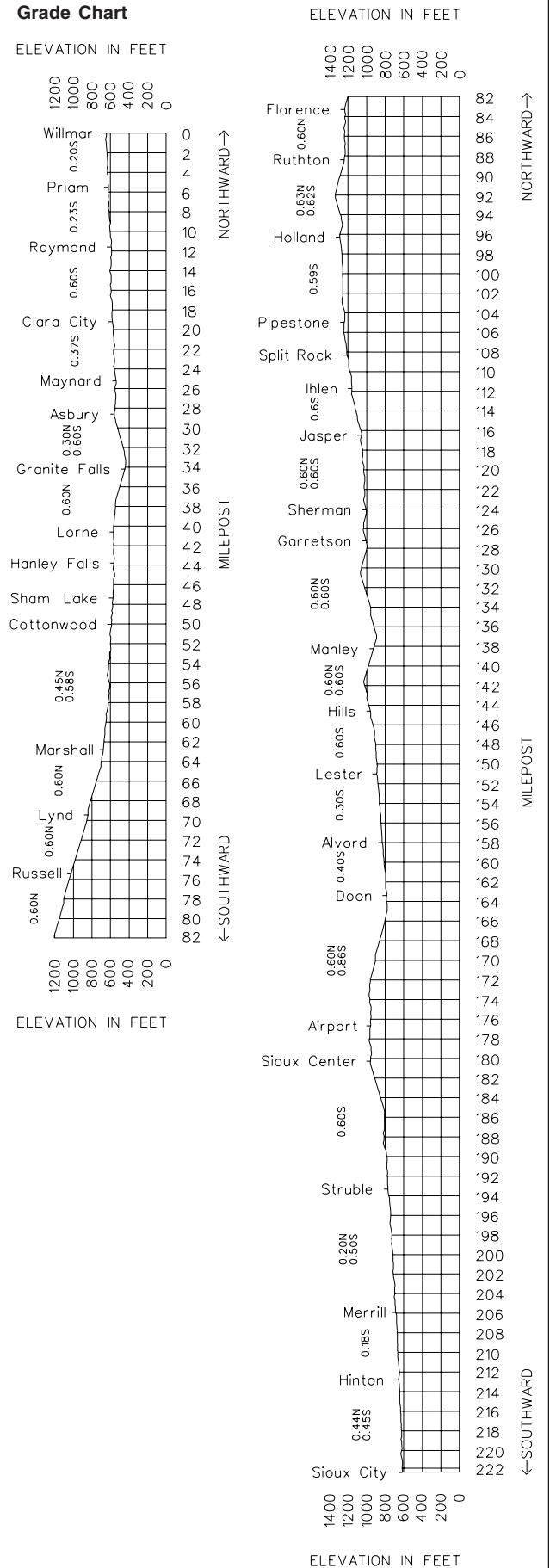
Line Segment Limits

579	Granite Falls
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9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
07326 Priam	5.5 south of Willmar	10	North
07320 Raymond	11.6 south of Willmar	45	Both
07306 Maynard	6.0 south of Clara City	110	Both
07303 Asbury	9.6 south of Clara City	30	Both
07281 Cottonwood	2.6 south of Sham Lake	54	Both
07265 Lyon Farm Center	1.5 south of Marshall	6	North
07262 Lynd	6.7 south of Marshall	8	South
07250 Southwestern Minnesota Dairy Association Spur	0.9 south of Russell	10	North
07248 Florence	7.7 south of Russell	12	South
07235 Holland	7.9 south of Ruthton	32	Both
07226 Pipestone	16.6 south of Ruthton	30	Both
07223 Split Rock	12.0 south of Holland	110	Both
07224 Jasper Grain Track	4.1 south of Ihlen	115	Both
07207 Sherman	12.3 south of Ihlen	15	South
07194 Manley	10.8 south of Garretson	54	South
07180 Lester	6.3 south of Hills	12	North
07168 Doon	5.6 south of Alvord	22	North
07151 Sioux Center	3.4 south of Airport	54	Both
07138 Struble	16.6 south of Airport	9	North
07132 Northwest Iowa Farm Bureau Service Co.	5.4 north of Merrill	8	North
07118 Hinton	1.3 south of Wren Tower	110	Both

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Mayville Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	05322	129.6	MAYVILLE JCT.	J	TWC	23	12.2
	06353	117.4	NORTHWOOD				8.4
	56345	109.0	HATTON				6.4
	56338	102.4	PORTLAND JCT.	JT			4.5
	56333	97.5	MAYVILLE		Rule 6.28		31.5

Radio Channel No. 66 in service.

Radio Call-In	
Larimore - 31(X)	Hatton - 46(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Numbers

(817) 234-6421, 1-800-382-7809

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

MP 129.6 to MP 95.897 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

Portland Jct. to Portland 10 MPH.
 Bridge 28.9, Portland cars heavier than 134 tons 10 MPH.
 Item 1(A) of the System Special Instructions applies between Portland Jct. and Portland.

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

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

Mayville Jct. to MP 97.0 143 tons, Restriction D
 Portland to Portland Jct. 143 tons, Restriction D
 MP 97.0 to Mayville 134 tons, Restriction G

Six-axle locomotives are permitted only on the main track from MP 129.6 to MP 97.5 and on the elevator track at Mayville.

Six-axle derricks are not permitted between Mayville and MP 97.0.

3. Type of Operation

TWC—in effect:
 MP 129.6 to MP 95.897

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile.

Rule 6.28—In effect:
 MP 99.4 to End of Track Mayville, MP 95.897.
 Portland Jct. to Portland

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Mayville—Do not leave cars blocking the elevator track.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
 None

8. Line Segments**Road Line Segments****Line Segment Limits**

274 Portland—Portland Jct.

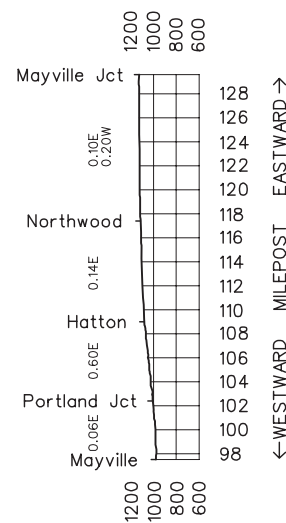
23 Mayville Jct. to Mayville

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Gormley Bean Co.	1.2 west of Mayville	13	West
56343 Hunter Commodity Spur	0.8 west of Hatton	8	West
56344 Olaf Bye & Sons Spur	0.7 west of Hatton	10	West
56360 Kempton	6.3 west of Mayville Jct.	15	East
56428 Portland	4.5 west of Portland Jct.	30	Both

10. Grade Charts

ELEVATION IN FEET



ELEVATION IN FEET

Length of Siding (Feet)	Station Nos.	Mile Post	Midway Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00429	0.5	SEVENTH ST.	J	2MT CTC	22	0.6
		1.1	WESTMINSTER	JX(2)			0.2
		1.3	JACKSON ST.	J			1.9
		3.2	DALE ST.	X			1.9
	00433	5.1	MIDWAY	BX	CTC	216	1.9
	00435	7.0	ST. ANTHONY	J			1.4
	00436	8.4	UNION YARD	BX(2)			1.1
	00437	9.5	MPLS JCT.	JTX			0.7
		10.2	VAN BUREN	JX	2MT CTC		1.2
		11.4	UNIVERSITY	JX(2)			10.3

Radio Channel No. 70 or 15—Authority Channel West Hump Dispatcher between St. Anthony and University.

Radio Channel No. 76—Authority Channel East Hump Dispatcher between Seventh St. and St. Anthony.

Radio Channel No. 09/61 in use for Midway Yard: Seventh Street to University.

Radio Call-In		
St Paul Ch. 76 - 20(X)	St Paul Ch. 15 - 02(X)	Northtown Ch. 15 - 01(X)
E. Hump Dispatcher Ch. 36		Midway 30(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3, Railroad Police X=4, Warm Bearing X=5		

Train Dispatcher Phone Numbers

St. Anthony to Seventh St.—(817) 234-6417, E. Hump Dispatcher
St. Anthony to University—(817) 234-6401, W. Hump Dispatcher

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 0.5 to MP 11.4	30 MPH.	30 MPH.

1(B). Speed—Permanent Restrictions

MP 7.1 to 10.3	25 MPH.
MP 10.3 to MP 11.4, MT 1	25 MPH.
MP 10.3 to MP 11.4, MT 2	20 MPH.
Park Jct. and St. Anthony on Minnesota Commercial connection over Kasota Ave. road crossing	10 MPH.

1(C). Speed—Switches and Turnouts

Midway, both crossovers	30 MPH.
All turnouts at St. Anthony, except at end of 2 main tracks	12 MPH.
At St. Anthony, turnout at end of 2 main tracks	25 MPH.
Through turnouts at the following locations:	
Seventh St., end of double track	
Seventh St., dividing switch	
Seventh St., turnouts main tracks of St. Paul Subdivision	30 MPH.

1(D). Speed—Other

System Special Instructions 1 (A) applies between Van Buren and University on MT 2

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Seventh St. to University 143 tons, Restriction A

Six-axle locomotives not permitted on the following tracks:

Minnesota Transportation Museum, track 964
Purity Oats, tracks 519, 520, 521, and 522
Brenntag

3. Type of Operation

CTC—in effect:

MP 0.5 to MP 11.4

Control Point Not Shown as Station

GN Jct., MP 6.7—Main 1

St. Anthony to University—Movements authorized by West Hump Dispatcher.

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

Rule 5.8.2 Quiet Zones—This modification applies from MP 0.5 to MP 11.4. Due to this quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

Rule 6.19—When flagging is required, distance will be 1.0 mile.

ABTH 102.14.1—In conjunction with SSI Item 2(A) all train crew members operating from MP 0.5 to MP 5.0 on either track must take action to stop their train with an emergency application of the brakes should the train exceed 5 MPH over the maximum authorized speed.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Minnesota Commercial Railway—BNSF crews must receive verbal permission before entering Minnesota Commercial (MC) yard tracks. BNSF crews must use and monitor MC radio channel AAR 30-30 while using MC tracks. Announce presence and request permission to proceed from MC base. From 2200 Saturday, until 0600 Sunday, MC does not operate. During these hours BNSF crews may enter this facility only after announcing their presence and communicating with other crews using MC tracks.

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

Remote Control Operations—Signs located at MP 21.1 (Staples Subdivision), MP 422.2 (St Paul Subdivision), MP 0.5 (Midway Subdivision) and MP 24.3 (Wayzata Subdivision), designate the Remote Control Area at Northtown.

RCO Switch Crews—All RCO switch crews must have air cut into the head five cars. If the total number of cars is less than five cars, operate with air in all cars.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Midway Subdivision. Refer to Item 21 of the System Special Instructions.

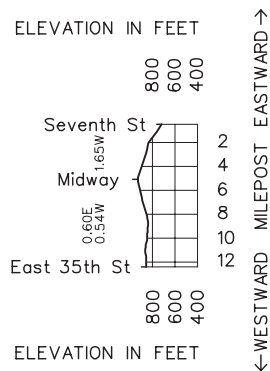
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments**Yard Line Segments**

Line Segment	Yard	Limits
534	Union Yard	14 Ave. SE—Raymond Ave.
540	Midway Yard	Raymond Ave.-Lexington Ave.
546	Daytons Bluff Yard ..	Oakland Tower-Mississippi St.

Road Line Segments**Line Segment Limits**

22	Seventh St. to St. Anthony
216	St. Anthony to East 35th Ave.

9. Locations Not Shown as Stations—None**10. Grade Chart**

Length of Siding (Feet)	Station Nos.	Mile Post	Mitchell Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		292.0	BEGIN SUBDIVISION		Rule 6.28		3.3
	60320	295.3	CANTON	JT			8.4
	60328	303.7	WORTHING				6.8
	60336	310.5	LENNOX				4.9
	60341	315.4	CHANCELLOR				7.8
	60349	323.2	PARKER				6.5
	60355	329.7	MARION				15.0
	60370	344.7	BRIDGEWATER				7.0
	60377	351.7	EMERY				8.9
	60386	360.6	ALEXANDRIA				12.9
	60399	373.6	MITCHELL	JT	Rule 6.28		81.6

Radio Channel No. 66 in service.

Radio Call-In	
Chancellor - 68(X)	Mitchell - 69(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Numbers

(817) 234-2356

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

MP 292.0 to MP 373.6 **Freight**
25 MPH.

1(B). Speed—Permanent Restriction—None**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

Canton wye tracks 10 MPH.
Industry and yard tracks 5 MPH.
Mitchell MP 372.0 to MP 373.6 10 MPH.

Item 1(A) of the System Special Instructions applies.

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

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

Canton to Mitchell 143 tons, Restriction D

Six-axle locomotives and six-axle derricks are permitted:
On the main track; within Rule 6.28 territory from MP 372.0 to MP 373.6; MP 292.0 to MP 295.3; on the elevator tracks at Parker, Marion and Emery; on the Worthing fertilizer loop and on the ethanol plant tracks at Chancellor and Marion.

3. Type of Operation**TWC**—in effect:

MP 295.3 to MP 372.0.

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 1.0 mile.**Rule 6.28**—in effect:

Canton—MP 292.0 to MP 295.3

Mitchell—MP 372.0 to MP 373.6

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Dynamic Braking—In addition to compliance with Air Brake and Train Handling Rules 103.6 and 103.2.1, dynamic braking on this subdivision is restricted to a maximum of 400 amps. Plan ahead to insure that only a minimum of dynamic brake and automatic air is used to control high buff forces.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments**Yard Line Segments****Line Segment Limits**

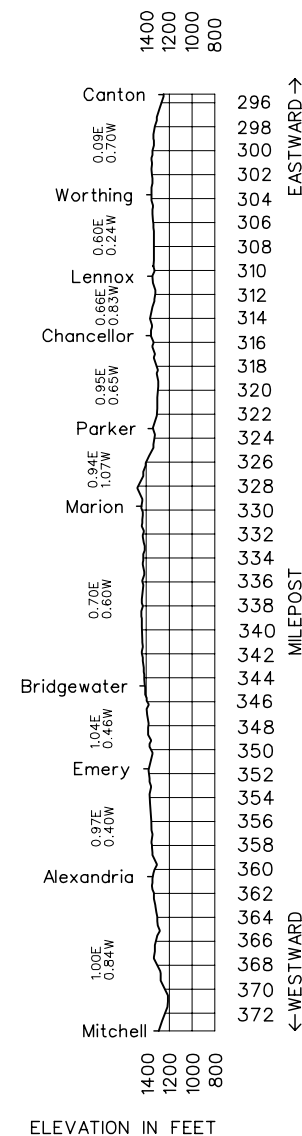
2011 Mitchell Yard

Road Line Segments**Line Segment Limits**

2002 Canton to Mitchell

9. Locations Not Shown as Stations—None**10. Grade Chart**

ELEVATION IN FEET



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mobridge Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		54721	707.0	ABERDEEN	JTB	Rule 6.28	2005	2.2	
			709.2	ABERDEEN WEST	M			10.9	
	9,446	08320	720.1	MINA		ABS TWC		8.1	
		08328	728.2	CRAVEN				5.1	
		08333	733.3	IPSWICH				8.3	
	7,834	08341	741.6	BEEBE				7.0	
		08349	748.6	ROSCOE				8.6	
	7,758	08357	757.2	GRETNA				19.4	
		08377	776.6	JAVA JCT				7.6	
	7,673	08384	784.2	SELBY				12.1	
	7,970	08396	796.3	GLENHAM		CTC		8.8	
		08405	805.1	MOBRIDGE	T	ABS TWC		11.9	
	7,552	08417	817.0	WAKPALA				18.4	
	9,643	08435	835.4	McLAUGHLIN	B			28.2	
	7,735	08464	863.6	McINTOSH				19.5	
	7,747	08482	882.1	MORRISTOWN				12.5	
	6,508	08495	894.6	THUNDERHAWK				15.1	
	8,326	08510	909.7	PETREL				16.3	
	9,690	08527	926.0	HETTINGER	B			219.9	

Radio Channel No. 85 in service.

Radio Channel No. 36 in service in yard at Aberdeen.

Radio Call-In		
Aberdeen West - 71(X)	Roscoe - 97(X)	Mobridge - 98(X)
Walker - 83(X)	Thunderhawk - 84(X)	Emergency - Call 911
Montana Branch Dispatcher at Thunderhawk - 28(X)		
Montana Branch Dispatcher at Hettinger - 27(X)		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

Monday through Friday:

(817) 234-6403, except 0700-1500 (817) 234-2356

1. Speed Regulations

1(A). Speed—Maximum

Freight
MP 707.0 to MP 926.0 40 MPH.

1(B). Speed—Permanent Restrictions

MP 709.4 (HER) (Public Crossing Aberdeen) 20 MPH.
MP 801.5 to MP 802.7 10 MPH.

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

1(D). Speed—Other

All sidings 10 MPH.
Aberdeen, over 3rd and 6th Avenue crossing (HER) 10 MPH.
Over the East and West Leg of Wye 10 MPH.
MP 706.0 to MP 709.1 20 MPH.
Over scale at Sun Products at MP 731.0 5 MPH.

When entering industry or yard tracks in Aberdeen Yard, trains or engines cannot exceed 7 MPH over the switch in a facing point movement with the following exceptions:

Former Geneseo Subdivision Jct. Switch
Great Northern Yard Switch
Drill Switch
Rip Lead Switch
East and West Fuel Dock Switches
East and West South Legs of Wye Switches
East and West No. 1, No. 2 and No. 4 Track Switches
East North Lead Switch
West Power Switch
Mardian's Switch
Roundhouse Lead Switch

Item 1(A) of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Aberdeen to Hettinger 143 tons, Restriction C

No Locomotives over the scale at Sun Products

McIntosh elevator track restricted to one locomotive.

McLaughlin elevator track restricted to a maximum of one six-axle locomotive.

Freight trains over 100 TOB are permitted only on the following tracks:

- Main track between Aberdeen and Hettinger.
- Sidings at Beebe, Selby, Glenham, Wakpala, Morristown, Petrel and Hettinger.
- West Bowdle shuttle facility.
- Loaded coal trains only permitted on tracks 1, 2 and 4 at Aberdeen.
- Trains exceeding 100 TOB are not permitted on Tracks 10, 11, 12, 13 and 14 at Aberdeen.

3. Type of Operation

ABS—in effect:

MP 709.1 to MP 795.5

MP 797.0 to MP 926.0

TWC—in effect:

MP 709.1 to MP 795.5

MP 797.0 to MP 926.0

CTC—in effect:

MP 795.5 to MP 797.0

Manual Interlocking—The Eastward and Westward absolute signals and the dual control switch at Aberdeen West, MP 709.2, are controlled by the train dispatcher. The method of operation for MW employees is Track and Time.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, the distance will be 1.0 mile.

Rule 6.28—MP 706.0 (Appleton Subdivision) to MP 709.1.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 723.6—Recall Code 718

MP 752.5—Recall Code 978

MP 766.6—Recall Code 987

MP 787.4—Recall Code 988

MP 813.2—Recall Code 989

MP 840.8—Recall Code 277

MP 866.8—Recall Code 278

MP 886.5—Recall Code 279

6. FRA Excepted Track—None**7. Special Conditions****Test Mile Locations**

EWD—MP 919.0 to MP 918.0

MP 787.0 to MP 786.0

WWD—MP 723.0 to MP 724.0

MP 809.0 to MP 810.0

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

Aberdeen Yard—West end

Glenham—East and West end of siding

Loaded grain and fertilizer cars are authorized on sidings and industrial tracks for originating grain trains, and fertilizer setouts at McLaughlin, Thunderhawk, Lemmon, and Scranton.

Roll-by Inspections—Train crews are required make a roll-by inspection at the initial terminal and when entering the main track at junction points. A roll-by of one side is always required. Both sides should be inspected if delay to the train will not result. The roll-by inspection must be made at a speed not exceeding 10 MPH.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 925.0 to MP 917.0

MP 894.0 to MP 887.0

MP 831.0 to MP 814.0

8. Line Segments**Yard Line Segments****Line Segment Limits**

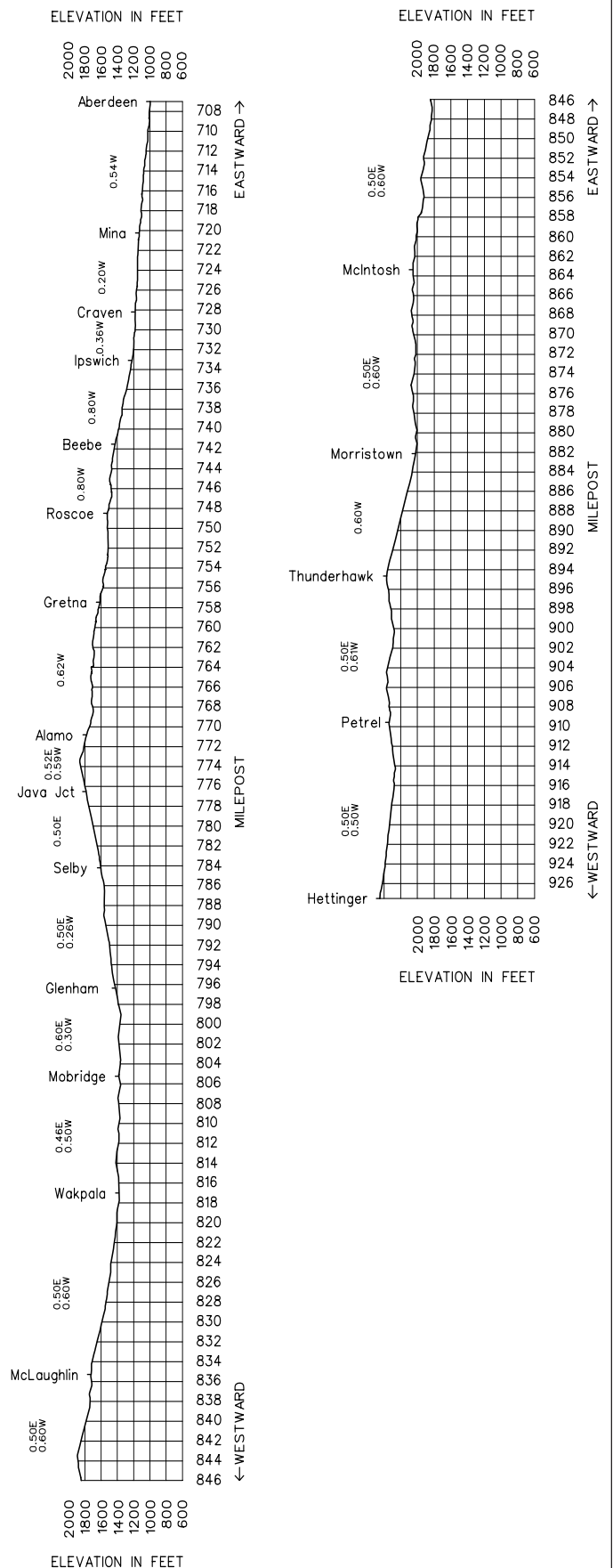
2013 Aberdeen Yard

Road Line Segments**Line Segment Limits**

2005 Aberdeen to Hettinger

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
08519 Haynes	9.6 west of Petrel	10	East
08504 Lemmon	9.2 west of Thunderhawk	130	West
08451 Walker	15.2 west of McLaughlin	15	East
08428 Mahto	10.3 west of Wakpala	8	East
08378 Java	1.5 west of Java Jct.,	25	East
08364 Bowdle	6.7 west of Gretna	35	Both
08366 West Bowdle	8.2 west of Gretna	125	Both
08330 Sun Products	2.1 west of Craven	80	Both
54721 So Dak Wheat Growers	2.2 west of Aberdeen	54	Both

10. Grade Chart

Length of Siding (Feet)	Station Nos.	Mile Post	Monticello Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	03004	0.0	LYNDALE JCT.	J	TWC	202	1.7
	09001	1.7	M W JCT.	J			3.4
	09005	5.1	ROBBINSDALE				6.5
4,730	09011	11.6	OSSEO				9.0
	09020	20.6	ROGERS				6.3
	09027	26.9	ALBERTVILLE				8.6
	09035	35.5	MONTICELLO		Rule 6.28		35.5

Radio Channel No. 15—Authority Channel West Hump Disp.

Radio Channel No. 87—Lyndale Jct. to Monticello

Radio Call-In	
Monticello 01(X)	Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Number—(817) 234-6401

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 35.5	Freight 25 MPH.
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1(B). Speed—Permanent Restrictions

MP 26.9 to MP 35.5	10 MPH.
MP 20.6 (HER)	10 MPH.

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

1(D). Speed—Other

CP Crossing, 0.9 miles west of Lyndale Jct.	10 MPH.
Between absolute signals of interlocking located 1.3 miles west of Robbinsdale	10 MPH.
On Georgia Pacific Spur between MP 10.0 and MP 11.0 between Robbinsdale and Osseo	5 MPH.
Siding Osseo	10 MPH.
Cars over 134 tons:	
Bridge 14.3, Osseo	10 MPH.
Bridge 23.3, Rogers	10 MPH.
Item 1(A) of the System Special Instructions applies.	

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Lyndale Jct. to Monticello 143 tons, Restriction D

Six-axle locomotives are not permitted.

3. Type of Operation

TWC—in effect:

MP 0.0 to MP 26.9

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

Rule 6.19—When flagging is required, distance will be 1.0 mile.

Rule 6.28—in effect:

MP 26.9 to End of Track

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Manual Interlockings Not Indicated at Station—

The CP Crossing 1.3 miles west of Robbinsdale (Crystal-MP 6.4) is a manual interlocking. All Movements through Interlocking Limits are controlled by the Minnesota Dispatcher on AAR Radio Channel 34. Northward and Southward Absolute Signals governing movements through Interlocking Limits shall display aspects per Rule 9.1.3 (CLEAR) or 9.1.15 (STOP).

Railroad Crossing at Grade Protected by Stop Sign or Gate—

All trains must approach the CP crossing 0.9 miles west of Lyndale Jct. prepared to stop short of conflicting movements.

Atlas Cold Storage—When entering the Main Track at MP 9.1 trains must stop at the sign for 39 seconds before proceeding over the highway crossing.

Osseo—Mid-American/Excel Energy—Flag protection must be provided while switching over the 89th Avenue crossing, MP 11.7.

Between M W Jct. and Monticello—Between MP 1.7 and MP 27.0, 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 the crossing. Flashing amber lights at these locations indicate that signals or gates are activated. Be governed by GCOR Rule 6.32 when switching, or when crossing signals are malfunctioning.

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

Exempt Crossings—All grade crossings west of the Hwy. 19 crossing at Albertville are exempt crossings. All movements over these crossings must provide protection against all vehicular traffic.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Monticello Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments

Road Line Segments

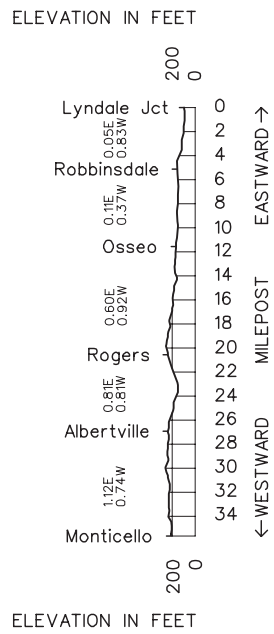
Line Segment Limits

202 Lyndale Jct. to Monticello

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
09009 Atlas Cold Storage	2.5 east of Osseo	11	East
09011 Navarre	2.7 east of Osseo	5	West
09013 North Star Concrete Co.	0.9 west of Osseo	14	West
09018 Hennepin Coop Feed Exchange Spur	2.0 east of Rogers	6	East
09020 Kama Plastics	0.8 west of Rogers	7	East
09022 South Side Lumber	0.3 west of Rogers	7	East
09024 Drywall Supply	3.1 west of Rogers	7	East
09026 Scherer Bros.	0.9 east of Albertville	7	East
09038 Excel Energy	3.0 west of Monticello	20	East

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Moorhead Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
16,998		212.3	CP 212				0.9
	03204	213.2	EAST BRECKENRIDGE	TX(2)	CTC	22	3.6
	03209	216.8 0.0	WAHPETON JCT.	J			12.3
	10012	12.3	KENT				9.0
9,510	10021	21.3	WOLVERTON		TWC ABS	288	6.8
	10028	28.1	COMSTOCK				13.2
5,966		41.3	SOUTH MOORHEAD				45.8

Radio Channel No. 54 in service.

Radio Call-In	
Breckenridge - 45(X)	Wolverton - 47(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

The Red River Valley, Western Timetable and special instructions apply from MP 212.32 to MP 216.8 and from MP 0.0 to MP 6.1.

Train Dispatcher Telephone Number—(817) 234-6403

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

MP 212.3 to MP 41.3 **Freight** 60 MPH.
Note: Advance sign for eastward trains is placed at MP 42.3.

1(B). Speed—Permanent Restrictions

MP 21.3 to MP 21.9 (HER) 40 MPH.
MP 40.7 to MP 41.3 25 MPH.

1(C). Speed—Switches and Turnouts—None**1(D). Speed—Other**

Wolverton siding 10 MPH.

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

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

E. Breckenridge to South Moorhead 143 tons, Restriction C

3. Type of Operation**CTC—in effect:**

MP 212.3 to MP 0.0

ABS—in effect:

MP 0.0 to MP 41.3

TWC—in effect:

MP 6.0 to MP 41.3

All BNSF trains must obtain an RRVW track warrant, listing track bulletins in effect before entering the RRVW 1st Subdivision at Breckenridge. Trains will obtain this track warrant before leaving Willmar and Dilworth. To receive a track warrant call the RRVW dispatcher via BNSF telephone, 8-280-7338.

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
B. Other TWD Locations
MP 23.0—Recall Code 478

6. FRA Excepted Track—None**7. Special Conditions****Remote Control Operations**—Signs located at MP 28.0

(Hillsboro Subdivision), MP 16.5 and MP 250.3 (KO Subdivision), MP 41.2 (Moorhead Subdivision), MP 2.4 (P-Line Subdivision) and MP 4.0 and MP 21.4X (Prosper Subdivision) designate the Remote Control Area at Dilworth.

Test Mile Locations

WWD—MP 33.0 to MP 34.0

EWD—MP 17.0 to MP 16.0

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

Kent—When the elevator track is occupied by a train, a member of the train crew must be stationed on the ground at the Third Street crossing, MP 12.3, to flag highway traffic over the crossing.

Crossing MP 37.0—All westward trains held out of Dilworth/ Fargo Yard must stop at MP 38.0 and if the train does not clear the crossing at MP 37.0, this crossing must be cut.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

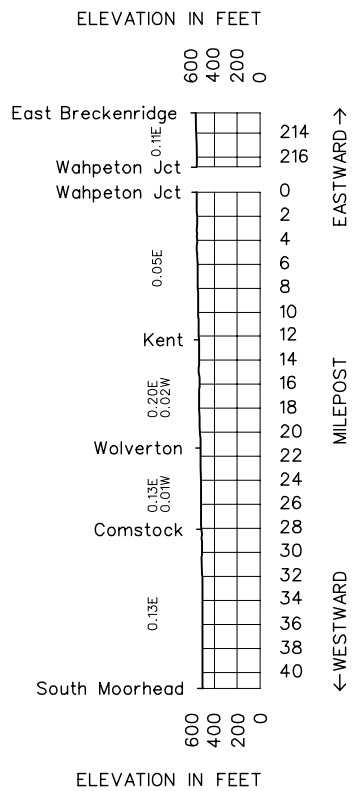
8. Line Segments**Road Line Segments****Line Segment Limits**

22 E. Breckenridge to Wahpeton Jct.,
MP 212.3 to MP 216.9
288 Wahpeton Jct. to South Moorhead,
MP 0.0 to MP 41.1

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
10007 Brushvale	7.4 north of Wahpeton Jct.	22	Both
10033 Rustad	5.1 north of Comstock	35	North
Simplot	9.9 north of Comstock	14	North

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Morris Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
			98.0	CP 98				2.8	
			100.8	EAST WILLMAR	X(2)	2MT CTC		0.5	
			101.3	ROUNDHOUSE LEAD				1.0	
		03092	102.3	WILLMAR	BT			0.4	
			102.7	SIOUX CITY LINE JCT.	JX(2)			2.3	
			105.0	CP 105				3.9	
		03099	108.9	PENNOCK				7.4	
	8,866	03107	116.3	KERKOVEN				4.5	
		03111	120.8	MURDOCK				4.5	
		03116	125.3	DE GRAFF		CTC		7.0	
	18,443	03123	132.3	BENSON	JTX(2)		22	6.2	
		03129	138.5	CLONTARF				10.2	
		03139	148.7	HANCOCK				8.9	
	20,074	03148	157.6	MORRIS	JTX			8.1	
	7,384	03156	165.7	DONNELLY				10.5	
		03167	176.2	HERMAN				4.8	
	7,174	03172	181.0	NORCROSS				11.7	
		03183	192.7	TINTAH				2.9	
		03186	195.6	ABERDEEN JCT.	AJ			4.2	
	13,756	03190	199.8	CAMPBELL				7.1	
		03198	206.9	DORAN				5.4	
	16,966		212.3	CP 212				114.3	

Radio Channel No. 54 in service.

Radio Channel No. 36-83 in service for Willmar Yard.

Radio Channel No. 20 in service for Willmar Roundhouse.

Radio Call-In		
Willmar - 52(X0)	Breckenridge - 45(X)	Benson - 31(X)
Morris - 54(X)	Tintah - 56(X)	
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Number—(817) 234-6403

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 98.0 to MP 212.3	40 MPH.

1(B). Speed—Permanent Restrictions

MP 194.9 to MP 195.0, Aberdeen Jct. Soo/CP xing	25 MPH.
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1(C). Speed—Switches and Turnouts

Through No. 20 turnouts at following locations:

MP 100.72, xovers	35 MPH.
MP 105.0	35 MPH.
MP 131.8, middle Benson East xover	25 MPH.
Benson, WSS	10 MPH.
Campbell, WSS	25 MPH.
MP 211.9, East switch at Breckenridge	25 MPH.

Through No. 11 turnouts at following locations:

Willmar, East rip track switch	5 MPH.
Movements to/from the Marshall Subdivision via Sioux City Line Jct. to/from North Lead and Scale Lead Willmar Yard	5 MPH.
MP 102.66, xover	10 MPH.

	Freight
MP 102.75, xover	10 MPH.
MP 131.9, middle Benson West xover	10 MPH.
Benson, ESS	25 MPH.
Campbell, ESS	10 MPH.

1(D). Speed—Other

Willmar scale lead	10 MPH.
Willmar roundhouse	5 MPH.
On North Lead—WWD trains (HER) over 7th St. MP 102.5	5 MPH.
Benson, MP 0.0 to MP .04, East Leg of Wye	10 MPH.
West Leg of Wye	5 MPH.
Morris on east and west legs of wye	5 MPH.
Sidings and turnouts:	
Kerkhoven	25 MPH.
Benson east siding switch and controlled siding	25 MPH.
Morris	25 MPH.
Donnelly	25 MPH.
Norcross	25 MPH.
Campbell, WSS and siding	25 MPH.
East Breckenridge	25 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

CP 98 to E. Breckenridge	143 tons, Restriction A
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3. Type of Operation

CTC—in effect:

MP 98.0 to MP 212.3

Multiple Main Tracks—2 MT—in effect:

MP 98.0 to MP 105.0

Yard Limits—in effect:

The Red River Valley Western operates the main track from MP 212.32. Rule 6.13, Yard Limits are in effect within these limits. BNSF trains must contact RRVW Operations on AAR Channel 54 for permission to pass MP 212.32 Westward.

All BNSF trains must obtain an RRVW track warrant, listing track bulletins in effect before entering the RRVW 1st Subdivision at Breckenridge. Trains will obtain this track warrant before leaving Willmar. To receive a track warrant call the RRVW dispatcher via BNSF telephone, 8-280-7338.

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

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

MOWR 6.58—Automatic Interlockings with M/W release

Box—The Automatic Interlocking at Aberdeen Jct. MP 195.6 is equipped with an M/W release box. Single equipment on the track that does not shunt the track may operate through the interlocking limits without operating the release box provided that:

- The movement stops before entering the interlocking limits.
- Approaching movements on conflicting routes can be seen for a distance of one mile.
- The movement is not made in front of an approaching ... movement which is within sight distance.
- The movement does not stop within the interlocking limits.

Single equipment on track that shunts the track may operate through the interlocking limits without operating the release box provided that:

- The absolute signal displays a proceed indication.
- The movement stops at the Absolute signal.
- The signal continues to display a proceed indication.

If the movement stops within the interlocking limits, if work is to be performed within the interlocking limits, or for movements involving more than one piece of on track equipment, M/W employees must operate the release box and follow the instructions inside the box before entering the interlocking limits.

Rule 9.18—The electrically locked switches at Benson and Morris must not be used to enter or leave the main track without permission from the control operator.

5. **Trackside Warning Detectors (TWD)**

- Protecting bridges, tunnels or other structures: None
- Other TWD locations
 - MP 121.6—Recall Code 318
 - MP 141.1—Recall Code 317
 - MP 161.1—Recall Code 548
 - MP 189.9—Recall Code 568
 - MP 208.0—Recall Code 458

6. **FRA Excepted Track**—None

7. **Special Conditions**

Willmar—All trains and on track equipment entering the Willmar Remote Control limits must contact the yardmaster on channel 54 before going past the remote control signs on the respective subdivision. The yardmaster will then authorize further movement and issue yarding instructions into Willmar Yard.

Light engine movements on the East and West leads and movements out of yard tracks on either end of the yard must not be made unless permission has been granted by the respective yard engines. If contact cannot be made with the switch crew, contact the Willmar yardmaster for permission to occupy the lead.

Loaded coal trains are only permitted on Main 1, Main 2, and Track 17 via the north lead or the extension track.

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

Six axle locomotives are not permitted on the rip track at the Willmar roundhouse.

When entering or departing the locomotive servicing area at the Willmar roundhouse, crew members on locomotives or employees on on-track equipment must contact the mechanical personnel on duty prior to entering these limits or prior to initiating movement for departure. Crews on locomotives entering or leaving the Willmar roundhouse must use the following procedure before using the derail:

- The crew will state the initial and number of the locomotive and request permission to use the derail.
- The roundhouse will respond with the correct identification, restate the initial and number of the locomotive and grant permission to use the derail.
- The crew will give back the derail by stating the initial and number of the locomotive and that they are through with the derail.
- The roundhouse will respond with the correct identification and acknowledgment.

The roundhouse may not use a camera to determine when locomotives are through the derail. They must determine from the crew if the task is completed.

All movements entering the Willmar Roundhouse will stop a minimum of two (2) car lengths east of the signal governing the

power derail. The Train/yard crew and the roadhouse employee in charge of the power derail will reach a full understanding of all movements to be made within roundhouse limits before any consist enters the limits.

Movements departing the Roundhouse, if stopped for any reason, will not reverse direction without contacting the Roundhouse personnel on duty. A full understanding of all movements within the Roundhouse limits must be reached before any movement begins.

Kerkhoven—Ensure one crossing remains open.

Murdock—Locomotives may not stop on the scale on the elevator track.

DeGraff—There is no clearance at the loading ramp on the elevator track. Precede the movement on foot.

Benson—To ensure that Minnesota State Highway 12 (MP 132.6) is not blocked for emergency vehicles in Benson, eastward trains in excess of 4,800 feet entering the Morris Subdivision at Benson, will proceed from the non-controlled siding to the grade crossing at MP 130.5 before stopping to pick up a crew member. Trains less than 4,800 feet may stop to pick up a crew member at the crossing at MP 131.6.

In the event that weather conditions do not allow for highway vehicle travel, every effort will be made to minimize the amount of time Highway 12 is blocked. Switching movements over the crossing at MP 132.6 must be stopped and the crossing cleared at intervals not exceeding eight (8) minutes.

If a mechanical failure occurs, or it is impossible to clear this crossing within eight (8) minutes for any reason, the crew will immediately notify the dispatcher, who must relay the reason for the delay to the Benson Police Department and Swift County Sheriff's Departments by telephone at (320) 843-3133 to allow rerouting of emergency vehicles. If unable to immediately contact the dispatcher, the train crew will notify the Police and/or Sheriff's Departments by the first available means of communication.

Remote Control Operations—Signs located at MP 97.0 (Wayzata Subdivision), MP 106.0 (Morris subdivision), and MP 3.0 (Marshall Subdivision) designate the Remote Control Area at Willmar.

The following crossings must be protected by flagmen:

Morris—When occupying elevator track at:

MP 157.2—5th Street

MP 157.3—6th Street

MP 157.4—7th Street

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

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

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

Test Mile Locations

EWD—MP 33.0 to MP 34.0

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

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments**Yard Line Segments****Line Segment Limits**

552 Willmar

Road Line Segments**Line Segment Limits**

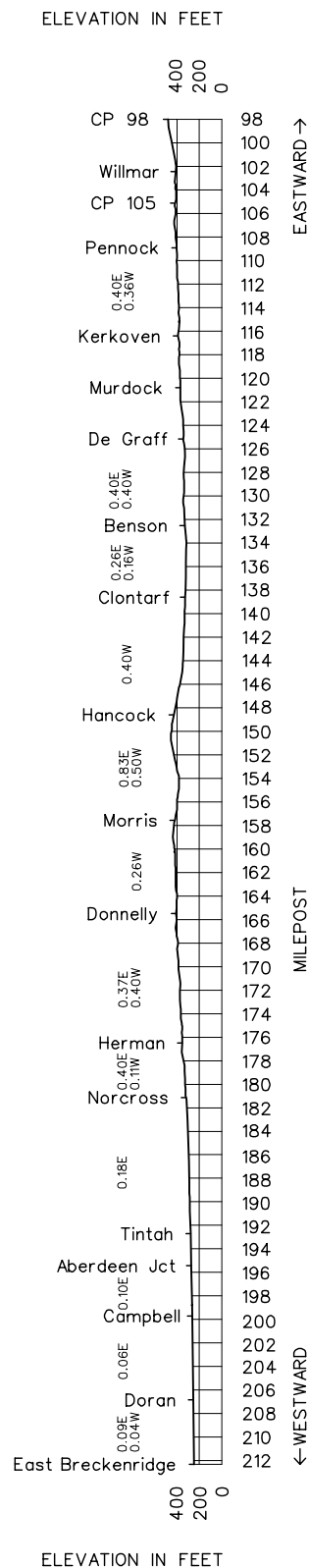
22 CP 98 to E. Breckenridge

203 Willmar Jct. MP 55.0 to MP 53.1

209 Aberdeen Line Jct. MP 0.0 to MP 0.6

9. Locations Not Shown as Stations

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

10. Grade Chart

Length of Siding (Feet)	Station Nos.	Mile Post	Noyes Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		0.0	NOYES JCT.	JT			12.7
	09301	12.7	EUCLID				8.2
	09309	20.9	ANGUS				8.4
	09317	29.3	WARREN	A			9.8
	09327	39.1	ARGYLE				8.4
	09335	47.5	STEPHEN		TWC	245	8.6
	09344	56.1	DONALDSON				4.8
	09349	60.9	KENNEDY				9.2
	09358	70.1	HALLOCK				12.2
	09370	82.3	HUMBOLDT				8.2
	09378	90.5	NOYES	BJ	Rule 6.28		90.5

Radio Channel No. 85 in service.

Radio Call-In		
North Crookston - 75(X)	Warren - 76(X)	Hallock - 78(X)
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Phone Numbers

(817) 234-6409, 1-800-382-7785

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

Freight

MP 0.0 to MP 90.5 35 MPH.

1(B). Speed—Permanent Restrictions

MP 9.9 to MP 15.7 25 MPH.
 MP 28.7 to MP 29.7 (HER) 25 MPH.
 MP 38.7 to MP 39.6 (HER) 25 MPH.
 MP 47.1 to MP 48.2 (HER) 25 MPH.
 MP 55.7 to MP 73.5 25 MPH.
 MP 88.3 to MP 90.5 10 MPH.
 Noyes Jct., east and west leg of wye track 10 MPH.

1(C). Speed—Switches and Turnouts—None**1(D). Speed—Other - None**

Item 1(A) of the System Special Instructions applies.

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

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

Noyes Jct. to Noyes 143 tons, Restriction C

3. Type of Operation**TWC**—in effect:

MP 0.0 to MP 88.3

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

Rule 6.19—When flagging is required, the distance will be 1.0 mile.

Rule 6.28—in effect:
MP 88.3 to MP 90.5

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 29.3

5. Trackside Warning Detectors (TWD)

B. MP 43.8—Recall Code 767

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

Wye Switch MP 0.5—The normal position of the wye switch is lined and locked for movement to Noyes Jct.

Test Mile Locations

MP 79.0 - MP 80.0

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 29.0 to MP 30.0

MP 89.6 to MP 90.5

8. Line Segments**Yard Line Segments****Line Segment Limits**

227 Portage—Midland Jct.—Winnipeg

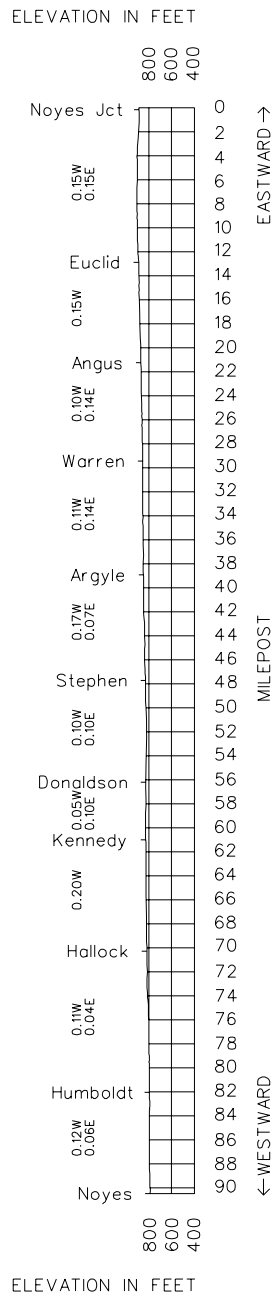
Road Line Segments**Line Segment Limits**

245 Noyes Jct. to Noyes

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
09316 Fertilizer Spur	0.5 east of Warren	7	East
Industrial Site Spur	1.1 east of Stephen	15	East
09350 S.P. Lopoma Potato Warehouse Spur	0.7 west of Kennedy	52	East
Agsgo Dist. Inc.	0.8 east of Hallock	7	East
09357 George Weleski Spur	0.7 east of Hallock	7	East
09364 Hill Siding	7.0 west of Hallock	16	East
09376 St. Vincent	1.8 east of Noyes	13	Both

10. Grade Charts



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	P Line Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		00676	0.0	MOORHEAD	J			8.0	
		56008	8.0	KRAGNES				6.8	
		56015	14.8	GEORGETOWN				6.2	
		56022	21.0	PERLEY				21.0	

Radio Channel No. 85 in service.

Radio Call-In	
Halstad - 74(X)	M.N. Jct. - 75(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Phone Number—(817) 234-7310**1. Speed Regulations****1(A). Speed—Maximum**

Freight

MP 0.0 to MP 21.0 10 MPH.

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

Item 1(A) of the System Special Instructions applies.

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

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

Moorhead to Perley 143 tons, Restriction D

Six-axle locomotives and six-axle derricks are not permitted.

3. Type of Operation—None**4. General Code of Operating Rules Items**

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

Rule 6.19—When flagging is required, the distance will be 1.0 mile.

Rule 6.28—in effect:

MP 0.0 to MP 21.0

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Dilworth Terminal—Dilworth Terminal is defined as all yard tracks and main tracks on the:

KO Sub. from MP 250.3 to MP 13.0.

Hillsboro Sub. from MP 24.2 to MP 28.0.

Prosper Sub. from MP 41.3 to MP 3.9 including the JY connecting track and the Dakota connecting track.

P Line Sub. from MP 0.0 to MP 3.6.

All trains and engines must get verbal permission from the Dilworth dispatcher to enter yard limits.

Departing trains require a roll-by inspection at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

Bingham—Westward trains must contact the Dilworth yardmaster to obtain route instructions.

Remote Control Operations—Signs located at MP 28.0 (Hillsboro Subdivision), MP 16.5 and MP 250.3 (KO Subdivision), MP 41.2 (Moorhead Subdivision), MP 2.4 (P-Line Subdivision) and MP 4.0 and MP 21.4X (Prosper Subdivision) designate the Remote Control Area at Dilworth.

Hot Weather Restrictions—Between the hours of 1100 and 2000, between MP 0.0 and MP 3.6, no train operations permitted when temperature exceeds 95 degrees Fahrenheit.

Between the hours of 1100 and 2000, between MP 3.6 and MP 21.0, no train operations permitted when temperature exceeds 85 degrees Fahrenheit.

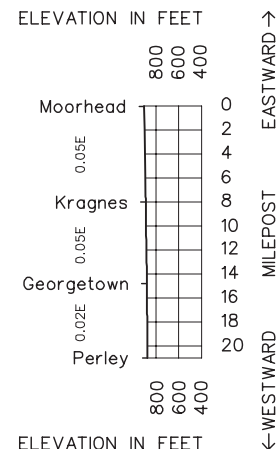
Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments**Road Line Segments****Line Segment Limits**

247 Moorhead to Perley

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
56002 Bingham	1.8 west of Moorhead	200	Both

10. Grade Charts

Length of Siding (Feet)	Station Nos.	Mile Post	Prosper Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		41.3	SOUTH MOORHEAD	Y	ABS	288	1.5
		21.4X	OTV JCT.	MJY		220	0.2
	00675	21.6X	MOORHEAD JCT.	MJXY			1.8
	00678	23.4X	FARGO PSGR. STATION	Y			0.1
	00679	24.2X 0.9	FARGO YARD OFFICE	MJTX	TWC	34	3.8
		3.9	JY JCT.	MJY			7.5
	56111	12.4	PROSPER				10.4
	00707	22.8	VANCE	JT			6.1
3,546	00713	28.9	MASON		CTC		3.1
	00716	32.0	ERIE JCT.	J			8.9
	00724	40.8	WARWICK JCT.	J			0.2
	00724	41.0	NOLAN	J			43.6

Radio Channel No. 70 in service.

Radio Call-In	
Fargo - 52(X)	Nolan - 23(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Phone Number**(817) 234-6406, 1-800-681-4977**

Dilworth—8-280-7284

RRVW Dispatcher, Channel 17 - Dial 62

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

	Freight
MP 41.3 to MP 41.0	49 MPH.

1(B). Speed—Permanent Restrictions

MP 41.1 to MP 42.3	40 MPH.
MP 42.3 to 21.4X	25 MPH.
MP 21.4X to MP 21.5X	10 MPH.
MP 21.5X to MP 3.9, JY Jct.	25 MPH.
MP 3.9, JY Jct., to MP 23.0, Vance	40 MPH.
Vance and Amenla	10 MPH.

1(C). Speed—Switches and Turnouts

Nolan, through No. 20 turnout located at MP 40.9	35 MPH.
MP 3.9 turnout JY Jct.	10 MPH.
MP 0.9 turnout Fargo Yard Office	25 MPH.

1(D). Speed—Other

Mason, siding	10 MPH.
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Cold Weather Speed Restrictions

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

Trains over 100 TOB	40 MPH.
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Item 1(A) of the System Special Instructions applies between MP 4.5, JY Jct., to MP 22.8, Vance.

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

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

South Moorhead to Nolan	143 tons, Restriction A
Amenla to Vance	143 tons, Restriction D

3. Type of Operation**Yard Limits—in effect:**

MP 41.3 to MP 3.9

ABS—in effect:

MP 41.3 to MP 3.9

TWC—in effect:

MP 3.9 to MP 40.9

OCS—in effect:

South Moorhead and JY Jct. Trains and engines may enter or occupy the main track on a controlled signal indication after receiving verbal permission to enter yard limits from the Dilworth dispatcher. Trains and engines entering the main track at other than controlled signals must obtain OCS permission from the Dilworth dispatcher.

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

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

Rule 6.28—in effect:

From Dakota Jct. to the Prosper Sub. switch on Coal Connecting Track, the maximum speed is 10 MPH. Between Vance and Amenla.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
MP 32.0—Recall Code 238

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

Dilworth Terminal—Dilworth Terminal is defined as all yard tracks and main tracks on the:

- KO Sub. from MP 250.3 to MP 13.0.
- Hillsboro Sub. from MP 24.2 to MP 28.0.
- Prosper Sub. from MP 41.3 to MP 3.9 including the JY connecting track and the Dakota connecting track.
- P Line Sub. from MP 0.0 to MP 3.6.

All trains and engines must get verbal permission from the Dilworth dispatcher to enter yard limits.

Radio channels No. 20 and No. 70 are in service. When working, approaching or traveling on main tracks, all employees will use Road Channel No. 70. All other movements or work on other than the main track will use Yard Channel No. 20.

Departing trains require a roll-by inspection at a speed not exceeding 20 MPH. Unless otherwise provided, the inbound train crew will make the inspection of the departing train.

All crews deadheading from Dilworth must have permission from the yardmaster on duty to depart Dilworth or Fargo prior to leaving the terminal.

Any utility person or hostler helper making an initial terminal air test either when attached as a crew member or working with the Dilworth hostler, must have a list of cars on the track being tested. Verification of that track for correct placement of dangerous cars must be made and the yardmaster advised.

All train crews must contact the Dilworth Terminal Dispatcher for instructions for route through the Dilworth/Fargo Terminal.

The normal position of the crossover switches at the East end of the roundhouse lead is for the South lead and wye track.

Occupancy Control System—In the Dilworth/Fargo Terminal, Occupancy Control System (OCS) is in effect from:

- MP 250.3 to MP 13.0 on the KO Subdivision,
- MP 41.3 to MP 3.9 on the Prosper Subdivision,
- MP 3.9 to West Fargo on the Prosper Subdivision,
- MP 24.2 to MP 25.9 on the Hillsboro Subdivision.

All main track movements within yard limits will be controlled by the Dilworth dispatcher. All yard track movements (other than main track) in the Dilworth/Fargo Terminal will be controlled by the Dilworth yardmaster.

The following locations are designated control points for OCS:

- East Dilworth
- Watts
- Middle Dilworth—MP 2.3
- Eastbound Yard Lead (MP 5.2 on Main 2, KO Sub.)
- Moorhead Jct.
- West Fargo
- South Moorhead
- Fargo Yard Office
- Dakota Jct.
- JY Jct.
- OTV Jct.

Trains and engines must get verbal authority from the Dilworth dispatcher to pass any signal displaying a Stop indication. OCS does not relieve train and engine crews from compliance with GCOR 9.17. OCS does not permit trains or engines to occupy the main track within interlocking limits.

Maintenance of Way crews must obtain an OCS authority from the Dilworth dispatcher before occupying or fouling the main track within OCS limits or must have a Form B in effect.

Maintenance of Way crews in yard limits where OCS is not in effect must have authority as provided in MWOR Rule 6.3.1.

For Maintenance of Way crew members to occupy or foul the main track within a manual interlocking (East Dilworth, Watts, Moorhead Jct., OTV Jct., West Fargo, JY Jct., Middle Dilworth, and Fargo Yard Office), they must get either an OCS that specifically authorizes them to occupy the main track within the limits of that interlocking or must have a Form B in effect.

All employees and train crews receiving an OCS must report to the Dilworth dispatcher when they are clear of the OCS limits and include the following information:

- OCS number.
- Name of employee or engine number of train.
- Limits that were permitted.
- Time OCS reported clear.

Amenia Industrial—Do not operate between the hours of 1100 and 2000 when the temperature exceeds 85 degrees F.

Remote Control Operations—Signs located at MP 28.0 (Hillsboro Subdivision), MP 16.5 and MP 250.3 (KO Subdivision), MP 41.2 (Moorhead Subdivision), MP 2.4 (P-Line Subdivision) and MP 4.0 and MP 21.4X (Prosper Subdivision) designate the Remote Control Area at Dilworth.

Duplicate Mileposts—Due to duplicate mileposts on this subdivision, an alpha suffix is used between South Moorhead, MP 21.2X and JY Jct., 24.2X as provided by System Special Instructions.

Test Mile Locations

WWD—MP 10.7 - MP 11.7

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 6.9 to MP 7.5

8. Line Segments

Road Line Segments

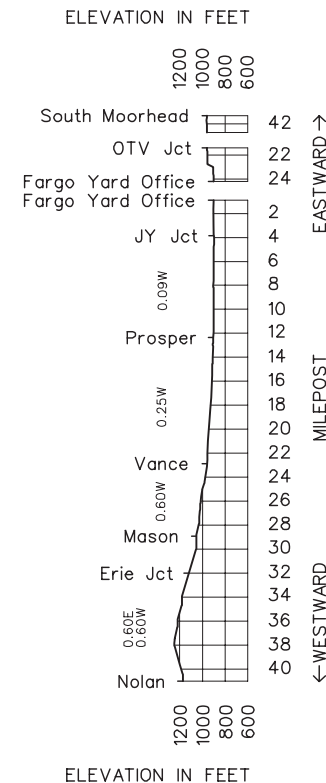
Line Segment Limits

- 23 Amenia—Vance, MP 61.5 to MP 64.3
- 288 South Moorhead to Moorhead Jct.,
MP 41.1 to MP 42.7
- 220 Moorhead Jct. to Fargo Passenger Station,
MP 21.2 to MP 24.2
- 34 Fargo Passenger Station to Nolan,
MP 0.9 to MP 41.0

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
00705 Amenia Spur	2.1 east of Vance	106	Both

10. Grade Charts



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Rolla Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper. Rule 6.28	Line Segment	Miles to Next Stn. ↑ EAST WARD
		05402	0.0	CHURCHES FERRY	JT	TWC	267	15.3
		58015	15.3	CANDO				12.7
		58028	28.0	BISBEE	U			7.0
		58035	35.0	PERTH				12.3
		58047	47.3	ROLLA		Rule 6.28		47.3

Radio Channel No. 66 in service.

Radio Call-In	
Churches Ferry - 10(X)	Perth 34(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Phone Numbers

(817) 234-6421, 1-800-382-7809

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Westhope Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper. Rule 6.28	Line Segment	Miles to Next Stn. ↑ EAST WARD
		05441	0.0	RUGBY	JT	TWC	269	12.5
		58213	12.5	BARTON				8.5
		58221	21.0	WILLOW CITY	U			16.9
		58238	37.9	BOTTINEAU				2.2
			40.1	END OF TRACK		Rule 6.28		40.1

Radio Channel No. 66 in service.

Radio Call-In	
Rugby - 09(X)	Bottineau - 13(X)
Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Phone Numbers

(817) 234-6421, 1-800-382-7809

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

	Freight
Rolla Subdivision	
MP 0.0 to MP 35.0	25 MPH.
MP 35.0 to MP 47.3	10 MPH.
Westhope Subdivision	
MP 0.0 to MP 37.7	25 MPH.
MP 37.7 to MP 39.0	10 MPH.

1(B). Speed—Permanent Restrictions

MP 28.4, NPPRR Diamond - Westhope Subdivision 10 MPH.

1(C). Speed—Switches and Turnouts—None**1(D). Speed—Other**

Item 1(A) of the System Special Instructions applies on these subdivisions.

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

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

Six-axle locomotives and six-axle derricks are not permitted between Perth and Rolla on the Rolla Subdivision.

Rolla Sub.Churches Ferry to Perth 143 tons, Restriction D
Perth to Rolla 134 tons, Restriction G**3. Type of Operation****TWC—in effect:**

Rolla Sub.—MP 1.0 to MP 46.4

Westhope Sub.—MP 1.0 to MP 37.2

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, the distance will be 1.0 mile.**Rule 6.28**—in effect:

Rolla Subdivision

MP 0.0 to MP 1.0 (both legs of wye)

MP 46.4 to MP 47.3

Westhope Subdivision

MP 0.0 to MP 1.0 (both legs of wye)

MP 37.2 to MP 40.1

5. Tracksides Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions****Churches Ferry, Rugby and Granville**—The normal position of the north wye switch is for the west leg of the wye.**Railroad Crossings Not Indicated at Station**

NPPRR Crossing Bisbee (Rolla Subdivision)

NPPRR Crossing 7.4 miles west of Willow City (Westhope Subdivision)

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None**8. Line Segments****Road Line Segments****Line Segment Limits**

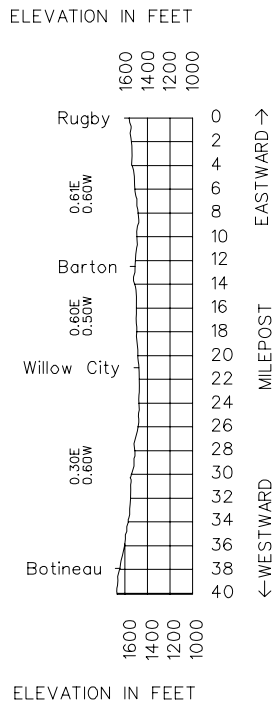
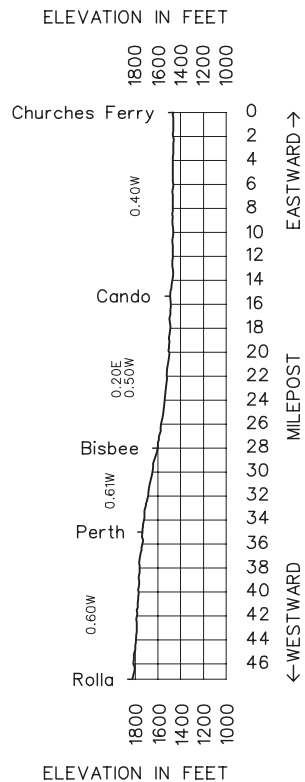
267 Churches Ferry to Rolla

269 Rugby to End of Track

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
58007 Maza	7.1 west of Churches Ferry	28	Both

10. Grade Charts



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Staples Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
			11.4	UNIVERSITY	JX(2)	4MT CTC	216	1.1	
		00439	12.5	35th AVENUE	X	2MT CTC		1.3	
			13.8	44th		CTC		0.1	
		00441	13.9	NORTHTOWN	BT			1.6	
		00442	15.5	INTERSTATE	X(2)	2MT CTC		5.6	
		00448	21.1	COON CREEK	JX(2)			5.7	
		00453	26.8	ANOKA	X	DT TWC ABS		11.8	
		00465	38.6	ELK RIVER	X			8.4	
		00475	47.0	BIG LAKE				10.5	
		00482	57.5	BECKER		CTC		5.2	
		00490	62.7	CLEAR LAKE		2MT CTC		3.3	
			66.0	MP 66	X(2)			7.9	
		00502	73.9	ST. CLOUD	JTX(2)			4.5	
		00506	78.4	SARTELL	X	DT TWC ABS		10.3	
		00516	88.7	RICE	X			14.6	
		00531	103.3	GREGORY				2.7	
	10,725	00533	106.0	LITTLE FALLS	T			4.8	
	11,618	00538	110.8	DARLING		CTC	25	5.8	
	11,813	00544	116.6	RANDALL				11.2	
	11,878	00555	127.8	LINCOLN				6.2	
		00561	134.0	PHILBROOK				6.0	
		00567	140.0 148.0	STAPLES	BJTX(2)			2.1	
			150.1	DOWER LAKE	X(2)	2MT CTC		8.9	
		00578	159.0	VERNDALE				6.6	
		00585	165.6	WADENA	X(2)			12.9	
		00598	178.5	NEW YORK MILLS	X	DT TWC ABS		10.8	
		00608	189.3	PERHAM	X			20.8	
		00629	210.1	DETROIT LAKES	AX			3.5	
		00632	213.6	RICHARDS SPUR	X(2)			3.6	
		00636	217.2	AUDUBON				4.8	
		00642	222.0	LAKE PARK				8.0	
		00650	230.6	MANITOBA JCT.	JTX	2MT CTC		3.8	
		00653	234.4	HAWLEY	X(2)			14.4	
		00668	248.8	GLYNDON				1.5	
		00670	250.3	EAST DILWORTH	XY			230.3	

Radio Channel No. 15 Authority Channel - West Hump Dispatcher

Radio Channel No. 87 in service Staples to East Dilworth.

Radio Channel No. 85 in service Coon Creek to Staples.

Radio Channel No. 70 in service St. Cloud and from Coon Creek to University

RCO Repeater Channel TX-20/RX-82 in service for RCO operations at Northtown

Radio Call-In		
West Hump - 01(X)	West Staples - 24(X)	East Staples - 28(X)
Elk River - 26(X)	St. Cloud - 27(X) Ch. 70	Perham - 29(X)
Hawley - 30(X)	Fargo - 52(X) Ch.70	Dilworth Yd. - 31(X) Ch. 20
Northtown - 15(X)	Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

Staples West— 0800-1600 Mon. through Fri.—(817) 234-6422

Staples East and all other times—(817) 234-6402

University to East 35th Ave. (817) 234-6401, W. Hump Dispatcher.

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
University to East Dilworth	79 MPH.	60 MPH.
Against the current of traffic on double track	59 MPH.	49 MPH.
Trains consisting entirely of loaded double stack equipment, not exceeding 105 TOB		60 MPH.

1(B). Speed—Permanent Restrictions

MP 11.4 to MP 11.9, MT 1	45 MPH.	45 MPH.
MP 11.4 to MP 12.5, MT 2	45 MPH.	45 MPH.
MP 11.4 to MP 12.5, MT 3	25 MPH.	25 MPH.
MP 11.4 to MP 11.7, MT 4	25 MPH.	25 MPH.
MP 12.5 to MP 13.8	45 MPH.	45 MPH.
MP 13.8 to MP 15.5, MT 1	45 MPH.	45 MPH.
MP 13.8 to MP 15.5, MT 2	35 MPH.	35 MPH.
MP 21.1 to MP 28.2	75 MPH.	
MP 37.3 to MP 46.9	75 MPH.	
MP 47.1 to MP 57.3	75 MPH.	
MP 57.3 to MP 57.5	45 MPH.	45 MPH.
MP 57.5 to MP 62.2	75 MPH.	
MP 62.2 to MP 62.7	70 MPH.	
MP 62.7 to MP 73.0	75 MPH.	
MP 73.0 to MP 73.5	60 MPH.	
MP 73.5 to MP 78.5	70 MPH.	
MP 105.3 to MP 106.3	30 MPH.	30 MPH.
MP 106.3 to MP 107.0	50 MPH.	50 MPH.
MP 107.0 to MP 128.4	75 MPH.	
MP 139.7 to MP 148.1	25 MPH.	25 MPH.
MP 148.1 to MP 187.2	75 MPH.	
MP 187.2 to MP 187.4, MT 1	60 MPH.	
MP 187.2 to MP 187.4, MT 2	55 MPH.	55 MPH.
MP 187.4 to MP 199.5	75 MPH.	
MP 199.5 to MP 201.1, MT 1	60 MPH.	
MP 199.5 to MP 201.1, MT 2	55 MPH.	55 MPH.
MP 201.1 to MP 208.0	75 MPH.	
MP 208.0 to MP 208.4, MT 1	60 MPH.	
MP 208.0 to MP 208.4, MT 2	55 MPH.	55 MPH.
MP 208.4 to MP 210.1	75 MPH.	
MP 210.1, Detroit Lakes, Lake St. crossing	50 MPH.	50 MPH.
MP 210.2, Detroit Lakes, Washington Ave. crossing	50 MPH.	50 MPH.
MP 210.2 to MP 210.9	75 MPH.	
MP 210.9, Detroit Lakes, CP crossing trains up to 100 TOB	40 MPH.	40 MPH.
trains over 100 TOB		30 MPH.
MP 221.6 to MP 224.4, MT 1	60 MPH.	
MP 221.6 to MP 224.4, MT 2	50 MPH.	50 MPH.
MP 224.4 to MP 228.1	75 MPH.	
MP 228.1 to MP 229.7, MT 1	70 MPH.	
MP 228.1 to MP 229.7, MT 2	60 MPH.	
MP 229.7 to MP 234.0	75 MPH.	
MP 234.0 to MP 236.1, MT 1	75 MPH.	
MP 234.0 to MP 234.5, MT 2	60 MPH.	
MP 234.5 to MP 236.1, MT 2	75 MPH.	
MP 248.1 to MP 250.3	75 MPH.	

1(C). Speed—Switches and Turnouts

All turnouts located between East and West University, except the 02, 05, and 07 crossover	12 MPH.	12 MPH.
02, 05, and 07 crossover	25 MPH.	25 MPH.
Note: the 02 crossover connects MT 1 with MT 2. the 05 crossover connects MT 2 with MT 3. the 07 crossover connects MT 3 with MT 4.		

All turnouts located between East and West 35th Avenue	12 MPH.	12 MPH.
except the 04 turnout	25 MPH.	25 MPH.
Turnout at 44th (MP 13.8)	35 MPH.	35 MPH.
MP 15.8, crossover (Middle Interstate)	35 MPH.	
MP 16.0, crossover (West Interstate)	35 MPH.	
MP 21.0, Coon Creek through both crossovers	35 MPH.	

	Freight
Through No. 20 turnouts at the following locations:	35 MPH.
MP 66—both crossovers	
St. Cloud—west crossover MP 73.8	
Gregory—End Double Track	
Philbrook—End Two Main Track CTC	
Dower Lake—both crossovers	
Wadena—both crossovers	
Richards Spur—both crossovers	
Hawley—both crossovers	
No. 20 turnout at MP 250.2	
Through No. 24 turnout at the following location	50 MPH.
Big Lake	
Through No. 20 turnouts at the following location:	12 MPH.
Becker—main track switch to NSP Spur	
Little Falls siding	10 MPH.
Little Falls, on controlled siding and turnouts	25 MPH.
On controlled sidings and turnouts at	
Darling, Randall and Lincoln	25 MPH.

1(D). Speed—Other

Signal 23.0, EWD (HER) up to 100 TOB	55 MPH.
Becker, NSP	10 MPH.
Signal 104.7, WWD (HER)	
Up to 100 TOB	40 MPH.
100 TOB and over	30 MPH.
Signal 104.8, EWD (HER) up to 100 TOB	55 MPH.
Detroit Lakes on CP transfer	5 MPH.
Richards Spur Industry Track, MP 213.6	10 MPH.

Cold Weather Speed Restrictions

When the temperature is -20 degrees F or colder, the following speed restrictions apply:

Freight trains 100 TOB and over	40 MPH.
Freight trains up to 100 TOB	50 MPH.
Passenger trains	65 MPH.

(Exception: Z symbol intermodal trains or single-level loaded intermodal trains may operate at maximum authorized speed.)

System Special Instructions, item 1(A), applies on controlled sidings at Little Falls, Darling and Randall.

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

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

University to East Dilworth	143 tons, Restriction A
St. Cloud to Collegeville	143 tons, Restriction D
St. Cloud to Cold Springs	143 tons, Restriction D
Glyndon to Felton	134 tons, Restriction G
Little Falls to Camp Ripley	131.5 tons, Restriction H

Six-axle locomotives are not permitted on the following tracks:

Northtown—Scherer Bros Lumber, Dimeter, Longview Fibre,
Minneapolis Water Works, PCA
Anoka—all spur tracks
Big Lake—all spur tracks
Clear Lake—all spur tracks

Six-axle locomotives in excess of 147 tons are not permitted on the following tracks:

St. Cloud:

- on Track 9
- on the wye track adjacent south of Yard Office
- west of MP 3 (Cold Spring Line)
- on the St. Joe Line

Little Falls to Camp Ripley Jct. (Also, six-axle derricks are not permitted.)

Belle Prairie—storage track
Camp Ripley—storage track including the wye
Royalton—all spur tracks
Little Falls—all spur tracks
Wadena—north track, house track, oil spur and Cenex spur
New York Mills—south elevator track

Perham—Perco track, west industry lead (old westward siding)
Detroit Lakes—3065, 3060, 3061 and 3063 tracks, 3051
Richards Spur—spur track
Lake Park—all tracks
Hawley—elevator track
Glyndon—tracks 3091, 3090 spur, and 3094 spur

Little Falls—Loaded unit trains are not permitted on the controlled siding.

3. Type of Operation

CTC—in effect:

MP 11.4 to MP 21.1
MP 47.0 to MP 73.9
MP 103.3 to MP 165.4
MP 213.6 to MP 250.3

TWC—in effect:

MP 21.1 to MP 47.0
MP 73.9 to MP 103.3
MP 165.4 to MP 213.6

ABS—in effect:

MP 21.1 to MP 47.0
MP 73.9 to MP 103.3
MP 165.4 to MP 213.6

Yard Limits—in effect:

East Dilworth, MP 250.3

Control Points Not Shown as Stations

CP 149 (MP 14.9 MT 1)
CP 163 (MP 16.3 MT 1)

University to Coon Creek—Movements authorized by West hump Dispatcher.

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

Rule 5.8.2 Quiet Zones—This modification applies:

MP 11.4 to MP 16.3
MP 19.4 to MP 24.8 at the following crossings:

85th Ave. NW	MP 19.46
Foley Blvd.	MP 20.50
Egret Blvd.	MP 21.86
Hanson Blvd.	MP 22.82
Crooked Lake Blvd.	MP 24.25
119th Ave. NW	MP 24.79

In Little Falls, MN at the following crossings:

Highland Ave./8th Ave.	MP 105.22
MN Power Co. (Private)	MP 105.82
Broadway Ave. W	MP 105.96
9th Ave. NW	MP 106.62

Due to these quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

Rule 6.19—When flagging is required, the distance will be 2.0 miles.

Rule 6.26—Main Tracks between 35th Avenue and West University will be numbered consecutively left to right when used in an eastward timetable direction beginning with Main 2 and consecutively right to left when used in a westward timetable direction beginning with Main 2.

Rule 6.28—Rule 6.28 is in effect from the main track switch to the dumper building at NSP at Becker. Do not exceed 10 MPH.

Rule 6.28 is in effect from St. Cloud to Cold Spring and from St. Cloud to Collegeville. Do not exceed 10 MPH.

Rule 6.28 is in effect from Manitoba Jct. to Ulen-Industrial trackage. Do not exceed 10 MPH. Do not operate between the hours of 10 00 and 2000 when the temperature exceeds 85 degrees F.

MWOR Rule 6.58—Automatic Interlockings with MW Release Box:

MP 210.1

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 34.5—Recall Code 267

MP 60.4—Recall Code 268

MP 75.5—Recall Code 276

MP 90.7—Recall Code 277

MP 108.5—Recall Code 278

MP 121.8—Recall Code 247

MP 151.6—Recall Code 248

MP 174.1—Recall Code 297

MP 203.0—Recall Code 298

MP 221.3—Recall Code 307

MP 240.5—Recall Code 308

6. FRA Excepted Track

Little Falls to Camp Ripley Jct.

St. Cloud to Cold Springs

7. Special Conditions

Minneapolis City Ordinance—The City of Minneapolis prohibits unnecessary use of the engine whistle.

Northtown—The Production Yardmaster and Hump and Pullout RCO crews are jointly responsible to determine the total tonnage of cars being handled into and out of the classification yard.

The road crossing located at the west end of receiving track No. 5 in the receiving yard is a designated fire lane crossing. Trains are not to block this crossing.

Locomotives or cars must not be left standing closer than one car length from vehicular crossings. The locomotive bell must be rung while operating over crossings in Northtown Yard.

Conductors handling dimensional or special shipments in trains departing Northtown must notify the train dispatcher.

Power-operated yard switches in the Northtown Yard numbered:

99 & DR	East End Diesel Shop
207 through 247	Near Interstate and West End Receiving Yard
303 through 307	Near MP 14.9 C.P.
403 through 451	East End Receiving Yard
505 through 513	Hump Underpass Area
601 through 685	35th Ave. and Bottleneck Area
817 through 823	Near University Ave. and East End Transfer Yard

are known as convenience switches, which only indicate the direction the switches are lined. A green or yellow light indicates which direction the switch is lined, but does not indicate that 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 these switches until permission is received from the proper authority and a crew member precedes the movement over the switch, checking to ensure that the switch is properly aligned and that the switch points fit. These switches will not be taken from power to hand operation

without the permission of the switchtender. After a movement is completed, the switch will be restored to power and the switchtender will be notified.

If the switch points are other than full normal or full reverse, 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. 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.

Anoka—Trains delayed entering Northtown Yard must hold west of Ferry Street in Anoka. If a train is already east of Ferry Street and is being held, arrangements must be made to cut the crossings affected.

Becker—The loop track switch is a push button-solar powered switch that must be lined for movement. The switch has a target to indicate lineup. The amber light only blinks when the points are “floating”. To line the switch, open the box and push the button. The switch will line immediately. If the switch fails to line, the signal maintainer must be called as the switch cannot be manually lined.

The 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.

When leaving a train on track 2 (2522) the train must be spotted to the clearance point of track 1 (2521).

Sartell—Trains over 100 TOB will not use the house track or the storage track.

Cars set out for Champion Paper must be left west of the 8th St. Crossing.

Eastward trains approaching MP 81.0 will notify train L-TWI8071 of their impending arrival at Sartell between 0700 and 1500 daily.

Little Falls—Track No. 2 will be used for a run-around track.

Little Falls to Camp Ripley Jct. is industrial trackage. Rule 6.28 applies. The maximum speed is 10 MPH.

Staples—Conductors on trains with dimensional shipments must notify the dispatcher before entering any yard track. The train must not be operated on any track with cars on adjacent tracks.

Loaded coal trains are not permitted on track 101

Between Glyndon and East Dilworth—Prior to arrival at MP 250.3 between Glyndon and Dilworth, all trains will switch the radio to Channel 70 for movement instructions from the Dilworth yardmaster and the Dilworth Terminal dispatcher.

Eastward trains leaving Dilworth will return to Channel 87 east of MP 250.3.

Remote Control Operations—Signs located at MP 21.1 (Staples Subdivision), MP 422.2 (St Paul Subdivision), MP 0.5 (Midway Subdivision) and MP 24.3 (Wayzata Subdivision), designate the Remote Control Area at Northtown.

RCO Switch Crews—All RCO switch crews must have air cut into the head five cars. If the total number of cars is less than five cars, operate with air in all cars.

Roll-by Inspections—Train crews are required to make a roll-by inspection at the initial terminal. A roll-by of one side is always required. Both sides should be inspected if delay to the train will not result. The roll-by inspection must be made at a speed not exceeding 10 MPH.

Test Mile Locations

WWD—MP 28.0 - MP 29.0

EWD—MP 122.0 - MP 121.0

EWD—MP 219.0 - MP 218.0

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Staples Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 222.0 to MP 224.0 (both tracks)

MP 236.0 to MP 243.0 (both tracks)

8. Line Segments

Yard Line Segments

Line Segment Limits

467 Northtown—Mississippi St. University Ave.

530 Grove Yard—Northtown Jct. 27th Ave. NE

550 Waite Industrial Park

551 St. Cloud Yards

553 Staples

Road Line Segments

Line Segment Limits

203 St. Cloud—Cold Springs, MP 0.0 to MP 17.0

204 St. Cloud to Collegeville, MP 73.6 to MP 81.1

207 Little Falls—Camp Ripley Jct.,
MP 105.3 to MP 113.4

25 Northtown to East Dilworth,
MP 13.9 to MP 250.2

25 University to Northtown, MP 11.4 to MP 13.9

246 Manitoba Jct. to Ulen, MP 0.8 to MP 13.4

Ballast Pits

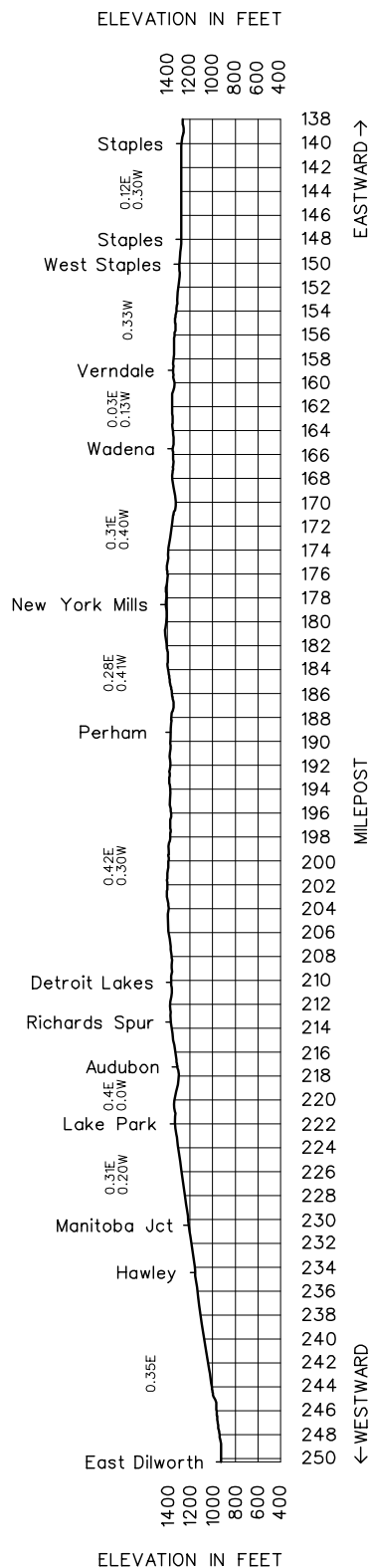
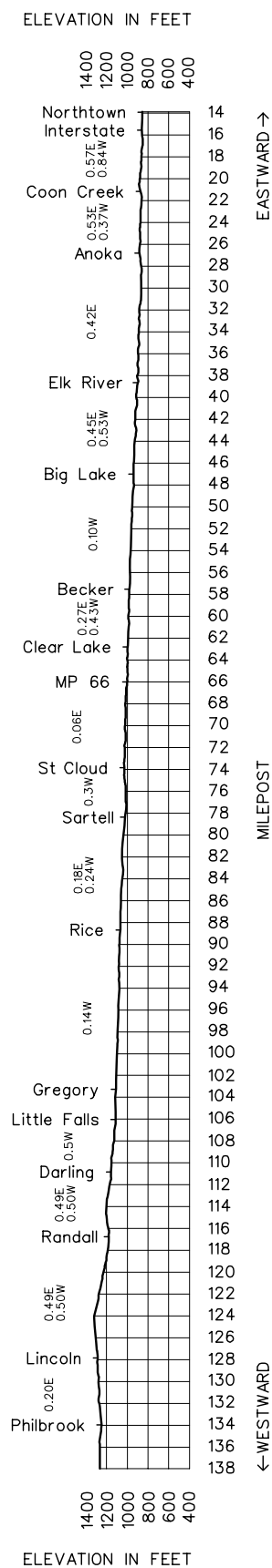
Line Segment Limits

581 St. Cloud

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
On Westward Track			
Vincent Metals	6.2 west of Northtown	14	West
NSP Co. Spur	6.5 west of Northtown	10	West
A&E Products	7.1 west of Northtown	15	West
Mid-West Lumber	1.4 east of Big Lake		West
Remmele Engineering	0.8 east of Big Lake	10	West
Cargill Elevator Spur	0.2 east of Big Lake	8	East
NSP Becker	MP 57.14	Yard	West
Rice Elevator Track	MP 88.6	30	West
00523 Royalton	7.0 west of Rice	30	West
52506 Belle Prairie	5.6 west of Little Falls	5	East
52509 Camp Ripley	7.8 west of Little Falls	28	Both
Randall Stub Track	MP 116.8	5	West
55005 Hitterdal	5.0 north of Manitoba Jct.	23	Both
55012 Ulen	11.9 north of Manitoba Jct.	110	Both
09229 Averill	6.9 north of Glyndon	30	Both
09237 Felton	16.7 north of Glyndon	31	Both
On Eastward Track			
00641 LaBelle	1.2 east of Lake Park	5	East
Randall Stub Track	MP 116.8	5	East
00485 Edling Spur	4.3 east of Clear Lake	5	
00502 St. Cloud	1.4 west of St. Cloud	Yard	Both
09072 Collegeville	1.0 west of St. Cloud	8	West
Cold Spring Granite Spur	15.2 west of St. Cloud	42	West
Cold Spring Elevator Track	15.4 west of St. Cloud	23	West
Cold Spring Siding	15.6 west of St. Cloud	31	Both
00485 Edling	4.3 east of Clear Lake	5	East
Liberty Paper	3.0 east of Becker	Yard	East
Fertilizer Trk Big Lake	MP 47.0	15	East
00464 REA Spur	0.8 east of Elk River	5	East

10. Grade Charts



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	St. Paul Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		00409	410.5 CPRS 392.1	ST. CROIX	JX			11.7	
		00420	422.2 CPRS 402.5 (2)	NEWPORT	X(2)			0.6	
			CPRS 403.1 (2)	RED ROCK				2.0	
			CPRS 405.1 (2)	DUNN				1.4	
		00424	426.7 CPRS 406.5 (2)	OAKLAND	JX(2)		3	0.9	
			CPRS 407.4 (2)	ST. PAUL YARD				0.5	
		00426	428.3	DAYTONS BLUFF		2MT CTC		0.8	
			429.1 CPRS 408.9	HOFFMAN AVE.	JX(2)			0.6	
				DIVISION STREET	JX			0.3	
		00429	430.0 0.0	SEVENTH ST.	JX			1.3	
		51202	1.3	MISSISSIPPI ST.	X(2)			1.0	
		51204	2.3	SOO LINE JCT.	J		25	4.4	
		51209	6.7	UNION JCT.	X			1.2	
		51210	7.9	PARK JCT.	MJX(2)			1.9	
		51211	9.8	EAST MINNEAPOLIS	JT			1.6	
			11.4	UNIVERSITY	JX(2)			30.2	

Radio Channel No. 70 or 15—Authority Channel West Hump
Dispatcher between Mississippi St. and University.

Radio Channel No. 76 Authority Channel East Hump
Dispatcher between Prescott and Mississippi St.

Radio Call-In		
St. Croix - 49(X)	West Hump - 01(X)	St. Paul 20(X)
East Hump - 10(X)	Emergency - Call 911	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Phone Number—(817) 234-6417

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 410.5 to MP 11.4	70 MPH.	50 MPH.
Trains exceeding 100 TOB		35 MPH.
Soo/CP tracks, MP 392.1 to MP 402.5, Main 1 and MP 402.5 to MP 408.9, Main 2	70 MPH.	50 MPH.

1(B). Speed—Permanent Restrictions

Following speed restrictions are in effect on
BNSF main tracks:

Main 1—Division Street to Newport	
Main 2—Newport to St. Croix	
CPRS MP 392.1 to CPRS MP 396.0, Main 1	50 MPH. 35 MPH.
MP 410.2 to MP 410.5	35 MPH. 35 MPH.
MP 410.5 to MP 418.2	45 MPH. 40 MPH.
MP 428.4 to MP 429.7	30 MPH. 25 MPH.
MP 429.7 to MP 4.6	30 MPH. 30 MPH.
MP 4.6 to MP 7.8	45 MPH. 45 MPH.
MP 7.8 to MP 7.9 over Park Jct. crossing diamond	25 MPH. 25 MPH.
MP 7.9 to MP 11.4	45 MPH. 45 MPH.

1(C). Speed—Switches and Turnouts

MP 410.4, through crossover at West St. Croix ..	25 MPH. 25 MPH.
CP Main track connection switch from Main 2 to St. Croix	25 MPH. 25 MPH.
MP 422.2, Newport through east crossover	25 MPH. 25 MPH.
through west crossover	25 MPH. 25 MPH.

	Passenger	Freight
Oakland, MP 426.7, east and west crossovers ...	25 MPH.	25 MPH.
MP 1.3, Mississippi St., through crossovers		30 MPH.
Park Jct., MP 7.9, east and west crossovers	25 MPH.	25 MPH.

1(D). Speed—Other

Bridges 7.9 and 9.1 on M&D Jct. line,
cars heavier than 131.5 tons 10 MPH.

Head end speed restrictions **Up to 100** **Over 100**
for eastward freight trains: **TOB** **TOB**

Eastward absolute signal both main tracks at
Mississippi St. 25 MPH.
Passing eastward absolute signal on Main 1
at MP 429.8, Division Street 25 MPH.

Cold Weather Speed Restrictions

When the temperature is -25 degrees F or colder, the following speed
restrictions apply:

Freight trains 100 TOB and over—do not exceed 40 MPH.
Passenger trains—do not exceed 65 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

St. Croix to University 143 tons, Restriction A

Six Axle Locomotives are not permitted on the following tracks:

Univar
Conwed
Home Depot
Stewart Lumber

3. Type of Operation

CTC—in effect:

MP 410.5 to MP 11.4

Multiple Main Tracks—in effect:

2 MT:
MP 410.5 to MP 11.4

TWC Instructions

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 East Hump train dispatcher, who will
obtain authority from the CP Railroad.

Joint Operation St. Croix to Hoffman Ave.—The main
tracks between St. Croix and Hoffman Ave. are used jointly
with the CP Railroad. Mileposts suffixed with a B are BNSF
mileposts and apply on MT 2 from St. Croix to Newport and on
MT 1 from Newport to Hoffman Ave. Mileposts suffixed with a
C are CP mileposts and apply on MT 1 from St. Croix to
Newport and on MT 2 from Newport to Hoffman Ave.

**Prescott, MP 404.4 (St. Croix Subdivision) to and
including Mississippi St.**—Movements are authorized by the
East Hump Dispatcher.

Mississippi St. to University—Movements are authorized by
the West Hump Dispatcher.

4. General Code of Operating Rules Items

Rule 5.4.8—Between St. Croix and Hoffman Ave., Flags will be
displayed only on the track affected. However, when yellow,
yellow-red, or red flags or red lights are used for protection
without a track bulletin, track warrant, or general order, these
flags must be placed to protect all possible access to the
restricted area. Flags or red lights must be displayed to the
right of the track as viewed from an approaching train. In
multiple main track territory or where sidings are adjacent to
main track(s), they will be placed on the field side of the
outside tracks. Red flags or red lights may be displayed

between the rails as outlined in Rule 5.4.7 (Display of Red Flag or Red Light). Flags or red lights will be placed in this manner unless otherwise specified by track bulletin, track warrant, special instructions, or general order. When flags are displayed beyond the first rail of an adjacent track, the flags will not apply to the track on which the train is moving.

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

Rule 5.8.2 Quiet Zones—This modification applies from MP 11.4 to MP 428.9. Due to this quiet zone designation, the requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

ABTH 102.14.1—In conjunction with SSI Item 2(A) all train crew members operating from MP 0.5 to MP 5.0 on either track must take action to stop their train with an emergency application of the brakes should the train exceed 5 MPH over the maximum authorized speed.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
MP 424.4—MT 1 only—Recall Code 208

6. FRA Excepted Track—None

7. Special Conditions

Daytons Bluff—Loaded unit coal, taconite, potash or grain trains may use tracks 8001, 8002, 8003 or 8004 only.

AAR Channel 36 is in operation while working in Daytons Bluff Yard. Yarding instructions must be received from the Mobile 80 Yardmaster.

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

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

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

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

The following speed signs are in effect on the CP Railroad:

Speed Control Signs

5.5.1-5.5.2 Name—Speed Sign

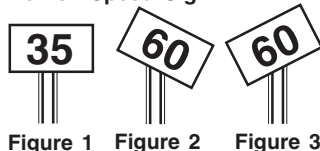


Figure 1 Figure 2 Figure 3



Figure 4 Figure 5 Figure 6

When one speed is shown, it applies to all trains.

When two speeds are shown, the higher speed applies to passenger trains.

Speed Control Sign Indication

A speed control sign located to the right or left of main track as viewed by an approaching train indicates in miles per hour the maximum speed permitted on that track.

Figures 1 and 4: Maximum speed begins at a point one mile from the sign.

Figures 2, 3, and 6: Maximum speed begins at a point 3000 feet from the sign.

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

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

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



Figure 7

Sign located on the right-hand side of the track governed.
(Note: Figure 7 is used in conjunction with Figures 1 and 4.)

Name—Resume Speed Sign

This sign indicates that normal speed may be resumed when the rear of the train has passed the resume speed sign. Resume speed sign for eastward movement at MP 428.8 is not displayed account insufficient clearance between tracks.

Minneapolis City Ordinance—prohibits unnecessary use of engine whistle.

Remote Control Operations—Signs located at MP 21.1 (Staples Subdivision), MP 422.2 (St Paul Subdivision), MP 0.5 (Midway Subdivision), and MP 24.3 (Wayzata Subdivision) designate the Remote Control Area at Northtown.

RCO Switch Crews—All RCO switch crews must have air cut into the head five cars. If the total number of cars is less than five cars, operate with air in all cars.

Test Mile Locations—

EWD—Main 1—MP 403.0 - MP 402.0

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the St. Paul Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

- MP 0.5 (Seventh St.)
- MP 0.8 (both tunnels)
- North Runner (Northtown)
- North Receiver (Northtown)

8. Line Segments**Yard Line Segments**

Line Segment	Yard	Limits
467	Northtown Yard	Mississippi St. - University Ave.
530	Grove Yard	Northtown Jct. - 27th Ave. NE
531	Minneapolis Jct.	University Ave. - Main St. NE - 14th Ave. NE
534	Union Yard	14th Ave. SE - Raymond Ave.
540	Midway Yard	Raymond Ave. - Lexington Ave.
546	Daytons Bluff Yard ..	Oakland Tower - Mississippi St.

Road Line Segments

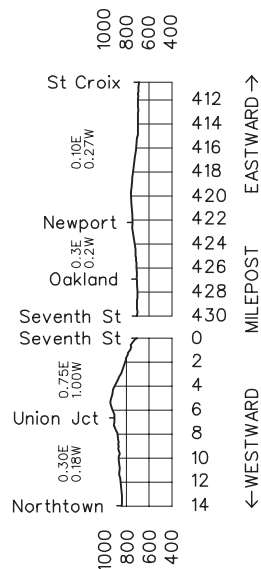
Line Segment	Limits
3	St. Croix to Seventh St.
25	Seventh St. to Northtown

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Main 2			
Curry	5.0 west of St. Croix	4	West
Red Rock	13.0 west of St. Croix	10	East
Main 1			
Chemolite	6.3 east of Newport	23	Both

10. Grade Charts

ELEVATION IN FEET



ELEVATION IN FEET

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Watertown Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		54021	21.4	APPLETON	gJ			8.5	
		54030	29.9	LOUISBURG				6.4	
		54036	36.4	BELLINGHAM				9.2	
		54046	45.5	NASSAU				11.7	
		54057	57.1	LA BOLT				7.6	
		54065	64.8	STOCKHOLM				7.2	
2,639		54072	72.0	SOUTH SHORE				19.2	
		54091	91.2	WATERTOWN	U			9.9	
		54101	101.0	GROVER				6.3	
		54107	107.4	HAZEL				6.9	
		54114	114.8	VIENNA				9.0	
		54123	123.2	WILLOW LAKE				12.1	
		54135	135.3	BANCROFT				4.4	
		54140	139.7	OSCEOLA				8.1	
		54148	147.5	YALE				1.0	
			148.5	MP 148.5				127.5	

Between Yale and Wolsey, DM&E Timetable governs.

Radio Channel No. 66 in service.

Radio Call-In		
Appleton - 57(X)	Nassau - 58(X)	Watertown - 59(X)
Willow Lake - 60(X)	Huron - 61(X)	
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers

(817) 234-2356, except between 2230-0630 and on Saturday and Sunday (817) 234-6403

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 21.4 to MP 148.5	40 MPH.

1(B). Speed—Permanent Restrictions—

MP 21.8 to MP 22.0 (TC&W Manual Interlocking)	20 MPH.
MP 34.5 to MP 89.8	25 MPH.
MP 89.8 to MP 148.5	10 MPH.
Watertown—within city limits	10 MPH.

1(C). Speed—Switches and Turnouts

Switch at MP 21.4	10 MPH.
N.E. Terminal Switches 1 & 2 at Watertown	5 MPH.

1(D). Speed—Other

MP 91.2 to MP 147.5 trains with cars shorter
than 50 feet outside length 10 MPH.
Trains exceeding 5000 tons between MP 93.0 to MP 109.0 10 MPH.
Item 1(A) of the System Special Instructions applies between MP 35.0 to
MP 60.1 and MP 72.0 to MP 148.5.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Appleton to Watertown	143 tons, Restriction D
Watertown to Yale	134 tons, Restriction G

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

Watertown—The maximum number of loaded cars in any
train consist is 120 cars between MP 21.2 and MP 85.0 and
between MP 97.0 and MP 147.5.

The maximum number of loaded cars in any train consist is
110 cars between MP 85.0 and 97.0.

3. Type of Operation

TWC—in effect:

MP 21.4 to MP 148.5.

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to
the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is
required in quiet zones.

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Appleton—The TCW crossing is protected by a gate. The
normal position of the gate is lined against TCW movements.

At the Jct. Switch, MP 21.4, Protect Open Switch is in effect on
the Appleton Subdivision.

Bellingham—The switch opens east.

Nassau—When spotting or pulling cars, employees must
precede the movement on foot.

La Bolt—No clearance exists at the fertilizer shed located on
the elevator track. Precede the movement on foot.

Watertown—Ag Fertilizer trackage (Cenex Spur) is restricted
to one (1) locomotive. Only 1 4-axle locomotive is allowed at
the Northeast Terminal. Do not exceed walking speed over the
No. 1 switch.

CXW type jumbo covered hoppers are not permitted on COOP
or Northeast Terminal Elevator tracks.

Between Watertown and Yale—Between MP 95.0 and MP
148.0, no more than 85 loaded cars are permitted in any train.

Dynamic Braking—In addition to compliance with Air Brake
and Train Handling Rules 103.6.3 and 103.2.1, dynamic
braking on this subdivision is restricted to a maximum of 400
amps. Plan ahead to insure that only a minimum of dynamic
brake and automatic air is used to control high buff forces.

Roll-by Inspections—Train crews are required to make a
roll-by inspection at the initial terminal. A roll-by of one side is
always required. Both sides should be inspected if delay to the
train will not result. The roll-by inspection must be made at a
speed not exceeding 10 MPH.

Flash Flood Warnings—The following locations have been
identified as “critical areas” subject to flash floods and
washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments

Yard Line Segments

Line Segment Limits

548 Watertown Yard

Road Line Segments

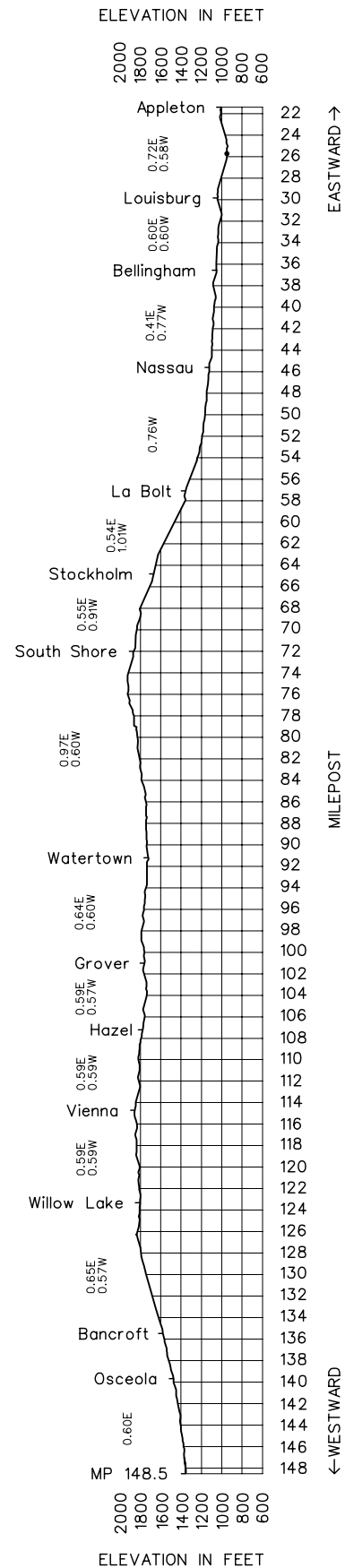
Line Segment Limits

200 Appleton to MP 148.5

9. Locations Not Shown as Stations

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

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Wayzata Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segme- nt	Miles to Next Stn.	EASTWARD ↑
		00437	9.5	MPLS JCT.	JT	CTC	217	0.2	
			9.7	HARRISON ST. (To Van Buren St)	JT			1.1	
		03002	10.8	1ST ST NORTH				0.9	
			11.7	HOLDEN ST		TWC ABS		0.6	
		03004	12.3	LYNDALE JCT.	J			0.7	
			13.0	CEDAR LAKE JCT.	M			11.3	
	11,400	03014	24.3	WAYZATA	J	CTC TWC/ABS	22	14.3	
	10,291	03029	38.6	DELANO				14.4	
	15,614	03043	53.0	HOWARD LAKE		CTC		6.4	
		03050	59.4	COKATO				5.8	
	8,547	03056	65.2	DASSEL				5.1	
		03061	70.3	DARWIN				6.1	
	8,713	03067	76.4	LITCHFIELD				7.7	
		03074	84.1	GROVE CITY				5.1	
	10,452	03080	89.2	ATWATER				7.4	
	03087	96.6	KANDIYOHI		1.4				
		98.0	CP 98		88.5				

Radio Channel No. 15 in service for road crews between Minneapolis Jct. and Wayzata.

Radio Channel No. 54 in service between Wayzata and Willmar.

Radio Channel No. 20 in service at Willmar Roundhouse.

Radio Call-In		
Delano - 50(X)	Grove City - 46(X)	Dassel - 51(X)
Willmar - 52(X)	Wayzata - 03(X)	
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Number—(817) 234-6403

1. Speed Regulations

1(A). Speed—Maximum

MP 9.5 to MP 98.0 **Freight**
40 MPH.

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

	Up to 100 TOB	Over 100 TOB
Sidings and turnouts at:		
Wayzata	25 MPH.	25 MPH.
Delano	25 MPH.	25 MPH.
Howard Lake	25 MPH.	25 MPH.
Dassel	10 MPH.	10 MPH.
Loaded Unit Coal and Grain Trains are not permitted on the siding at Dassel.		
West turnout MP 76.1	12 MPH.	10 MPH.
Litchfield	25 MPH.	25 MPH.
Atwater	25 MPH.	10 MPH.
End of two main tracks at MP 98.0	35 MPH.	35 MPH.

1(D). Speed—Other

1st St. North and Minneapolis Jct. handling cars
134 tons or heavier 10 MPH.
MP 10.6, Bridge A1.3, Minneapolis, cars over 134 tons 10 MPH.

Freight

Litchfield—Westward movements from controlled siding to main track at West Litchfield, until head end occupies grade crossing at MP 76.4 (Sibley Ave.). 25 MPH.
East leg of Wye between Harrison St. and Mpls. Jct. 10 MPH.
West leg of Wye between Harrison St. and Van Buren St. 10 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Minneapolis Jct. to MP 98 143 tons, Restriction A
1st St. North to Northtown 143 tons, Restriction E

Six-axle locomotives are not permitted on the following tracks within the Northtown Terminal Complex: Electric Machine (at Harrison Street).

Cokato—Switching on Green Giant spur restricted to one unit. Derricks are not permitted.

3. Type of Operation

ABS—in effect:

MP 9.7 to MP 13.1
MP 13.3 to MP 24.3

TWC—in effect:

MP 9.7 to MP 13.1
MP 13.3 to MP 24.3

CTC—in effect:

MP 9.5 to MP 9.7
Harrison St to Van Buren St.
MP 13.1 to MP 13.3
MP 24.3 to MP 98.0

4. General Code of Operating Rules Items

Rule 5.8.1—In the state of Minnesota the following is added to the 4th bullet of Rule 5.8.1: Exception: Ringing the bell is required in quiet zones.

Rule 5.8.2 Quiet Zone—This modification applies at 9th Street, MP 38.18. Due to this Quiet Zone designation the requirement to use the whistle signal 7 is no longer in effect at this location. All other whistle requirements remain in effect.

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 20.6—Recall Code 507
MP 41.0—Recall Code 508
MP 61.8—Recall Code 518
MP 82.3—Recall Code 468

6. FRA Excepted Track—None

7. Special Conditions

Minneapolis City Ordinance—prohibits unnecessary use of engine whistle.

Northtown—Willmar crews with questions concerning their return trip, vans, or tie-up information at Northtown, should contact the Operations Yardmaster by radio on channel 70 at Wayzata when they give their fuel readings. Crews are not to contact the Yardmaster by phone concerning these issues.

Harrison Street to Lyndale Jct—Double Stack, Multi-Level and Dimensional equipment handled between Lyndale Jct and Harrison Street must not exceed 19 feet 0 inches ATR on the main track and 19 feet 6 inches ATR on any auxiliary track. Conductors handling this equipment must notify the train dispatcher of such cars and the placement in their train.

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

Montrose—When spotting ABC Lumber please spot the cars as far east as possible in accordance with spotting instructions and keep the yard crossing cut and accessible.

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

The following crossings must be protected by a flagmen:

House track over Holcombe Ave., MP 76.2

Swift Ave., MP 76.6

The following grade crossings must also be protected by a flagmen when operating on other than the main track or on other than a controlled siding:

Davis Ave., MP 75.86

Holcombe Ave., MP 76.0

Sibley Ave., 76.22

Swift Ave., MP 76.59

Willmar—All trains and on track equipment entering the Willmar Remote Control limits must contact the yardmaster on channel 54 before going past the remote control signs on the respective subdivision. The yardmaster will then authorize further movement and issue yarding instructions into Willmar Yard.

Light engine movements on the East and West leads and movements out of yard tracks on either end of the yard must not be made unless permission has been granted by the respective yard engines. If contact cannot be made with the switch crew, contact the Willmar yardmaster for permission to occupy the lead.

Remote Control Operations—Signs located at MP 97.0 (Wayzata Subdivision), MP 106.0 (Morris Subdivision), and MP 3.0 (Marshall Subdivision) designate the Remote Control Area at Willmar, MN.

Signs located at MP 21.1 (Staples Subdivision), MP 422.2 (St Paul Subdivision), MP 0.5 (Midway Subdivision), and MP 24.3 (Wayzata Subdivision) designate the Remote Control Area at Northtown.

Roll-by Inspections—Train crews are required make a roll-by inspection at the initial terminal.

Test Mile Locations

WWD—MP 18.7 to MP 19.7

EWD—MP 89.0 to MP 88.0

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Wayzata Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 46.0 to MP 66.7

8. Line Segments

Road Line Segments

Line Segment Limits

217 Minneapolis to 1st St. North

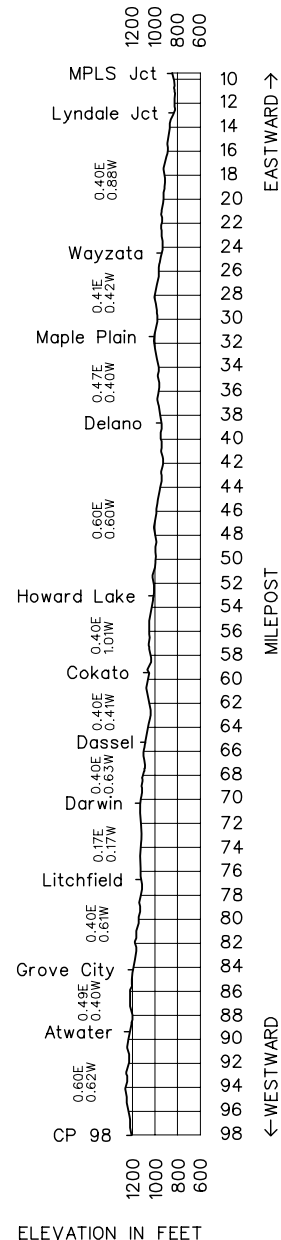
22 1st St North to CP 98

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Highway 100	2.1 west of Cedar Lake Jct.	6	West
03022 Maple Plain	7.3 west of Wayzata	8	East
ABC Lumber	6.5 west of Delano	10	West
03036 Montrose	6.7 west of Delano	5	East

10. Grade Chart

ELEVATION IN FEET



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Zap Line Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		03444	0.0	MANDAN	BJT	ABS		21.2	
	4,693	85420	20.1	PRICE				6.9	
		85427	27.0	SANGER				20.5	
		85447	47.2	GLENHAROLD				4.9	
	3,646	85452	52.4	STANTON		TWC	303	11.9	
	9,107	85465	64.4	HAZEN				8.2	
		85473	72.6	BEULAH	B			6.9	
		85480	80.5	ZAP				80.5	

Radio Channel No. 39 in service.

Radio Channel No. 20 in service in Mandan.

Radio Channel No. 32 in service in Mandan for switch crews.

Radio Call-In	
Mandan 45(X) M - F 0630 to 2300	
Mandan - 42(X)	Hensler - 43(X)
Beulah - 44(X)	Emergency - Call 911
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3, Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Numbers

(817) 234-1605, Fax (817) 234-1606

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 80.5	25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.1 to MP 3.3	10 MPH.
MP 29.4 to MP 30.4	10 MPH.
MP 40.0 to MP 42.8	10 MPH.
MP 50.0 to MP 51.1	10 MPH.
MP 69.6 to MP 69.8	10 MPH.
MP 78.6 to MP 80.0	10 MPH.

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

1(D). Speed—Other

MP 34.8, ADM Benson Quinn Loop Track	5 MPH.
Glenharold—Trains unloading coal over hopper	3 MPH.
Trains using loop track LOS when not unloading	5 MPH.
Trains using loop track GRE	5 MPH.
Trains using siding	5 MPH.
Beulah—1 and 2 tracks	5 MPH.
Antelope Valley Spur	30 MPH.
Bridge 79.0, cars heavier than 134 tons	10 MPH.
Item 1(A) of the System Special Instructions applies.	

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Mandan to Zap	143 tons, Restriction D
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3. Type of Operation

TWC—in effect:
MP 0.0 to MP 77.3

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:
MP 77.3 to MP 78.5

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Mandan—The Standard Oil Refinery track gate must be kept locked except when opened for switching.

Glenharold—Do not ride the side of cars over the open pit. The hand rail on the walk over the GRE unloading hopper will not clear a person on the side of a car.

Beulah—Do not block the private crossing east of the storage track switch.

Crews departing Beulah for Dakota Gas must contact Dakota Gas on Channel 39 prior to entering the Antelope Valley Spur track located 4.5 miles west of Beulah.

South Beulah—Locomotives must not pass under the tipple. The tipple will not clear a person on the side of a car.

Trains from the South Beulah Mine Spur approaching the State Highway 49 crossing 5,100 feet west of MP 72.0 must know the crossing gates are down before occupying the crossing.

Antelope—Locomotives must not cross the Valley Spur Track Dakota Gas Plant scale on the west end of No. 1 Track.

The Antelope Valley switch must be lined and locked for Antelope Valley.

Remote Control Operations—Signs located at MP 4.0 (Dickinson and Zap Line Subdivisions) and MP 192.0 (Jamestown Subdivision), designate the Remote Control Area at Mandan.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Zap Line Subdivision. Refer to Item 21 of the System Special Instructions.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 0.0 to MP 73.0

8. Line Segments

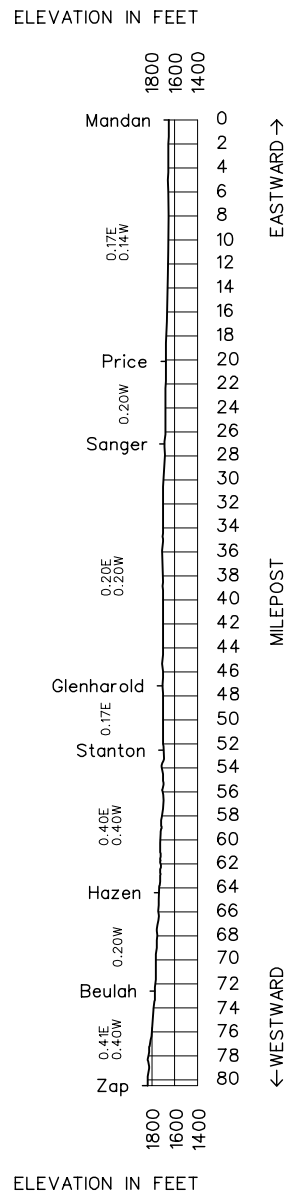
Road Line Segments

Line Segment	Limits	Mileposts
303	Mandan to Zap	0.0 to 80.5

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Schultz and Lindsey	0.3 west of Mandan	15	East
85403 Standard Oil Refinery	3.3 west of Mandan	37	East
85404 Duke Spur	3.4 west of Mandan	5	West
85405 Montana - Dakota Utility	3.8 west of Mandan	55	East
85435 Hensler	7.8 west of Sanger	85	Both
85478 Republic	2.0 east of Zap	172	Both
Beulah Mine	4.1 from Beulah	300	Both
85475 Antelope Valley Spur	4.5 west of Beulah	Yard	East

10. Grade Chart



Track Bulletin Form B—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) ____ using Form B restriction No. ____ between MP ____ and MP ____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag without stopping, add the following:

- “(Train) may pass red flag located at MP ____ without stopping on (track).”

Unless otherwise restricted, the train may pass the red flag at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) on (track).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) but not exceeding ____ MPH between/at (specifying location) on (track).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH on (track) (specifying distance when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

4. To require a train to stop at a designated location within the limits, add the following:

- “(Train) must stop at (location) for additional instructions.”

5. When adjacent tracks will be occupied by men and equipment, add the following:

- “Men and equipment occupying (track).”

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds

Speed Tables

SPEED TABLE								
Time Per Mile			Miles Per Hour			Time Per Mile		
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	0.1
1,056	0.2
1,584	0.3
2,112	0.4
2,640	0.5
3,168	0.6
3,696	0.7
4,224	0.8
4,752	0.9

TERMSDXO

T - Train
 E - Engine
 R - Railroad Cars
 M - Men & equipment fouling track
 S - Stop Signal
 D - Derail & switches properly lined
 X - Crossings at grade
 O - Other crews' movements

Remember “TERMSDXO” when shoving cars.