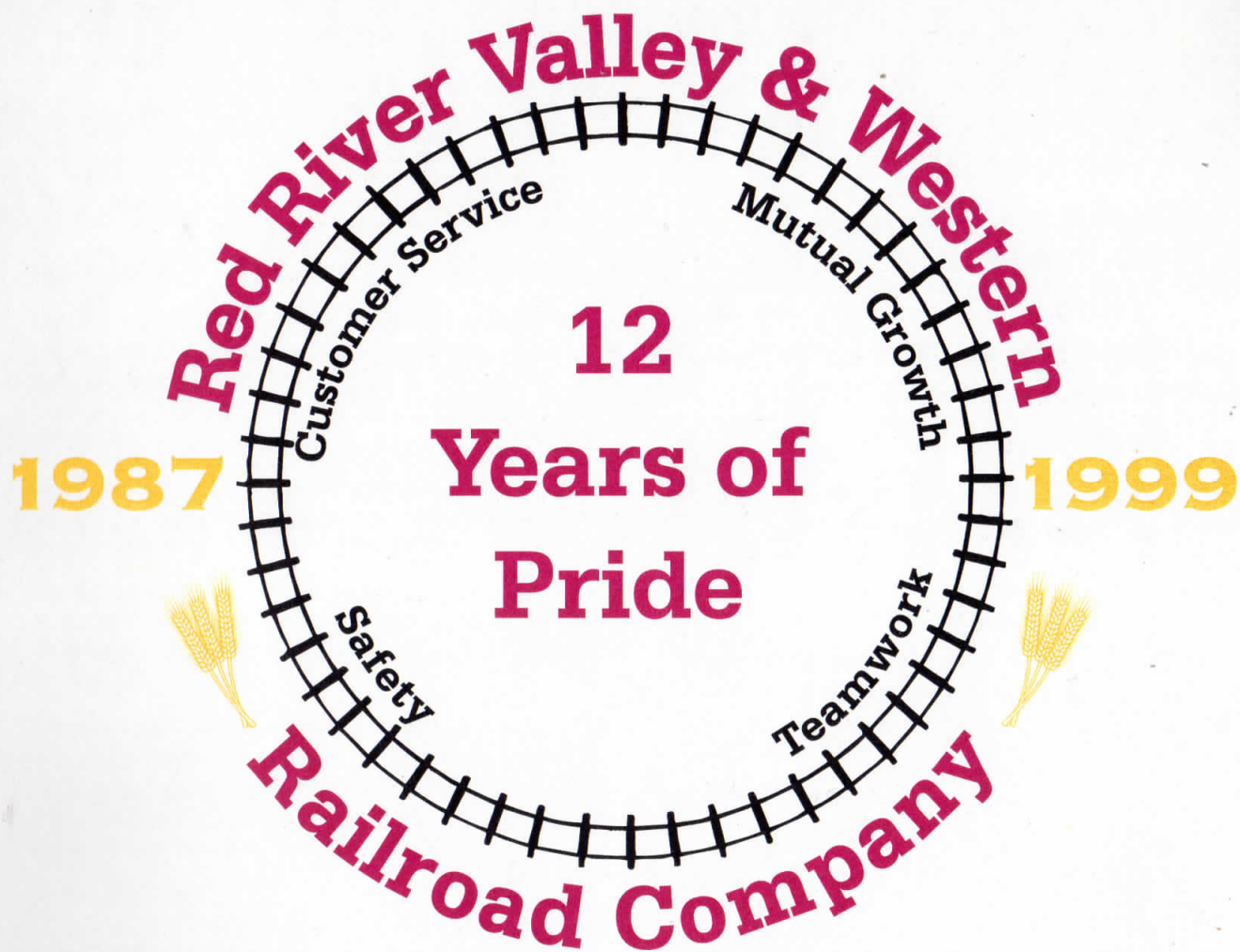


**TIMETABLE
&
SPECIAL INSTRUCTIONS
NO. 6**



IN EFFECT AT 0001

OCTOBER 1, 1999

KENT SHOEMAKER
Chairman and CEO

DENNIS W. McLEOD
PRESIDENT

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**SAFETY IS OF THE FIRST
IMPORTANCE IN THE
DISCHARGE OF DUTY**

FIRST SUBDIVISION

MILE POST LOCATION	STATIONS	RULE 4.3	DISTANCE FROM EAST Y.L. BRECKENRIDGE	CHAN-NEL NO.	DISPR. CALL IN NO.
212.32	MP 212	Y	0.0		
213.2	EAST BRECKENRIDGE	Y CTC	.8	1	61
214.7	BRECKENRIDGE	KBTY	2.4	3	63
215.2	WEST BRECKENRIDGE	Y	2.9	6(BNSF)	69
215.8	WAHPETON	Y	3.5		
216.5	OAKES JCT.	JY	4.2		
216.6	WAHPETON JCT.	JY	4.3		
0.0	6.04	ABS OCS	10.34		
6.04	END YARD LIMITS		1.6		
7.6	BRUSHVALE		11.94		

- RRVW radio channels 1 and 3 are in service on this subdivision.
- This subdivision extends eastward from MP 6.04 Red River Bridge to MP 212.32 East Yard Limits Breckenridge. CTC rules are in effect between MP 216.6 Wahpeton Jct. and MP 212.32 East Yard Limits Breckenridge.
- Roll-by inspection of freight trains must be made, at speeds not exceeding 10 MPH, of trains departing Breckenridge yard. In absence of inspection being provided by other employees, crew on departing train will arrange for their own inspection.
- Breckenridge** – Trains and engines on yard tracks and main line must observe that crossing gates at Fifth Street and Eighth Street are operational before occupying crossing unless crossing is protected by a flagman.
- Breckenridge** – Only North Main and South Main tracks may be used for meeting or passing Burlington Northern Santa Fe trains unless otherwise authorized by Breckenridge Operations Officer on duty. South Main is a controlled siding; Rule 6.28 applies. Do not exceed 10 MPH on South Main.
- Close Clearance** –
 - Along east 400 feet of Track No. 12 and Track No. 13.
 - From Cenex Fertilizer Plant West to 5th Street.
 - Roundhouse Tracks No. 1 and No. 2 near dock area.
 - From Track No. 13 east switch to derail located west of car shop.
- Speed limit through turnout at Wahpeton Jct. 25 MPH
- Rule 6.13** – Yard limits in effect from MP 212.32 to MP 216.6 and from MP 0.0 to MP 6.04.
- Normal Position of Switches** – Track No. 13 (carshop track) is lined for lead movement. Roundhouse Track No. 1 switches are lined for siding movement.
- Wahpeton** — When using Wahpeton Sigco Track, Flagman must protect Second and Third Street crossings before train occupies crossing account no crossing gates to protect movement into Sigco Track.

11. All BNSF trains must obtain RRVW track warrant listing track bulletins in effect before entering RRVW First Subdivision at Breckenridge.

12. Eastbound BNSF trains will obtain track warrant before leaving Dilworth and westbound trains will obtain track warrant before leaving Willmar by calling RRVW Breckenridge dispatcher on the BNSF company phone line at 280-7338.

13. EWD trains over 5880 feet in length being held at Wahpeton Jct. must stop short of County Road 10 located at MP 1.2 until further instructions are received from RRVW Breckenridge Operations Officer.

EWD trains between 5280 feet and 5880 feet in length being held at Wahpeton Jct. must stop at the absolute signal at Wahpeton Jct., blocking the private crossing at MP 0.2 until further instructions are received from RRVW Breckenridge Operations Officer.

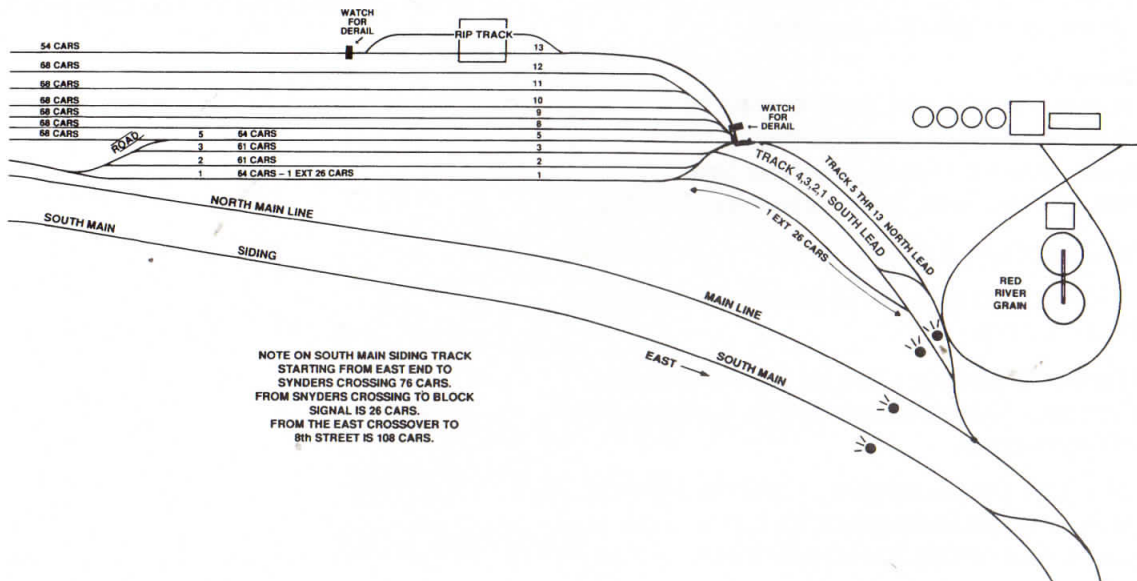
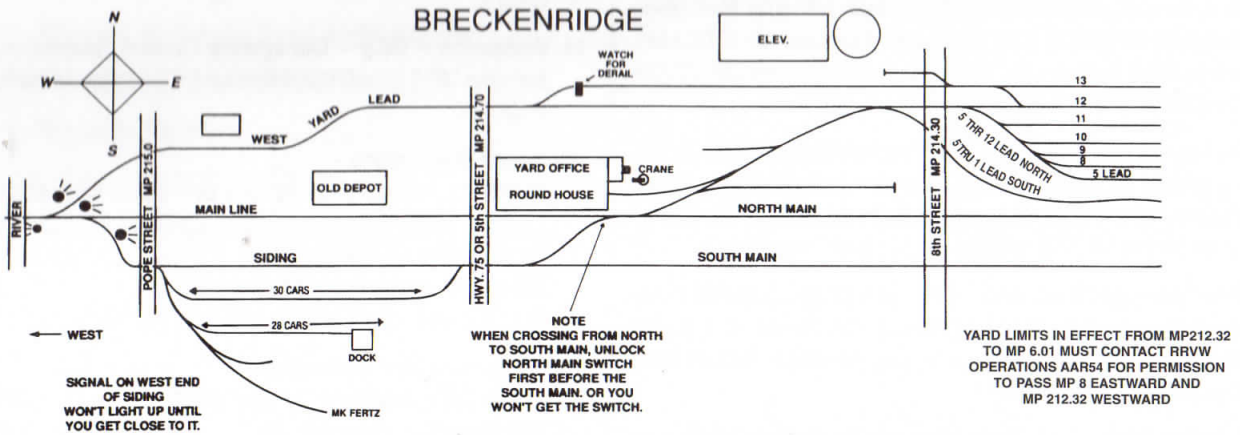
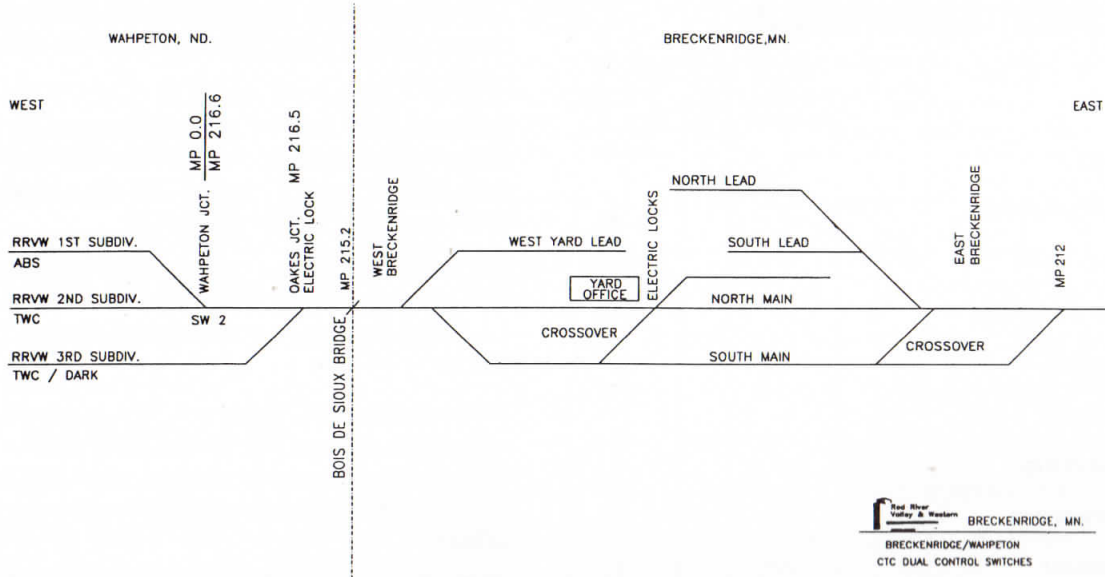
EWD trains under 5280 feet in length being held at Wahpeton Jct. will stop short of the private crossing at MP 0.2 until further instructions are received from RRVW Breckenridge Operations Officer.

14. **Wahpeton – OCS – Occupancy Control System** In effect between MP 6.04 to CTC Wahpeton Jct. See Special Instructions Rule 18.0.

15. **Speed Restrictions –**
 Wahpeton – When shoving cars over east switch into Beyers Siding 5 MPH
 Breckenridge – Track No. 13. 5 MPH
 Six axle locomotives on industry tracks 5 MPH
 Breckenridge – East 2000 feet of track No. 12 5 MPH

16. **Bridge Overhead Clearances –**
 Power line at Breckenridge Yard Office 23'6" ATR
 210 Bypass by Wahpeton Jct. 22'7" ATR
 Red River Bridge @ MP 6.04. 21'5" ATR

Six Axle Locomotives
 No six axle locomotives operate on south side of Red River Grain loop track.



RUTLAND LINE, INC.

MILE POST LOCATION	STATIONS	RULE 4.3	DISTANCE FROM GENESEO JCT	CHAN. NO.	DISPR. CALL IN NO.
42.67	GENESEO JCT	J	0.0	4	64
48.7	CAYUGA		5.4		
54.8	RUTLAND		11.5		
64.1	HAVANA		20.8		
65.6	END OF TRACK		22.3		

- RRVW radio channels 3 and 4 and BNSF Channel 54 are in service on this subdivision.
- Speed Restriction Zones:**
Between MP 43.4 and MP 65.6 10 MPH
- Trackage between MP 42.67 Geneseo Jct and MP 65.6 End of Track is considered excepted track FRA Standard 213.4 (See GCOR Rules 6.12) and Industrial Track (see GCOR Rule 6.28).

4. TRACKAGE AND OPERATING RIGHTS

- MP 212 and Aberdeen Line Jct - Movements over BNSF trackage are governed by BNSF Timetables, Special Instructions, and other applicable rules. Clearance for trains operating over BNSF trackage must be obtained before entering BNSF trackage. BNSF dispatcher phone number is (817) 234-6403. Complete Signal Awareness form.
- BN Jct and Geneseo Jct - Movements over CPR trackage between BN Jct and Geneseo Jct are governed by CPR Timetables, Special Instructions, and other applicable rules. Clearance and/or track warrant for trains operating over CPR trackage must be obtained before entering CPR trackage. CPR dispatcher phone number is (612) 904-5822.
- All trains leaving Breckenridge for Rutland Subdivision will handle loads on head end of train as long as consistent with any other car placement requirements, such as those for dimensional and hazardous material cars.

SECOND SUBDIVISION

MILE POST LOCATION	STATIONS	LENGTH OF TRACK	RULE 4.3	DISTANCE FROM WAHPETON JCT.	RADIO CHANNELS	DISP. CALL IN NO.
1.4	WAHPETON JCT.		JY	0.0	1 3 3	61 63 62
7.4	DWIGHT	6.0		6.0		
14.1	GALCHUTT	6.6		12.6		
20.6	COLFAX	6.6		19.2	TWC	↑
26.9	WALCOTT	6.2		25.4		
34.7	KINDRED	7.9		33.3		
39.6	DAVENPORT	5.0	AJTY	38.3		
44.0	CHAFFEE LINE JCT.	4.3	J	42.6		
47.4	DURBIN	3.5		46.1		
55.0	CASSELTON	7.9	YJ	54.0		

CHAFFEE JCT - CHAFFEE TRACK

MILE POST LOCATION	STATIONS	LENGTH OF TRACK	RULE 4.3	DISTANCE FROM CHAFFEE LINE JCT.	RADIO CHANNELS	DISP. CALL IN NO.
0.0	CHAFFEE LINE JCT.		JY	0.0	3	62
7.2	LYNCHBURG	7.2		7.2		
11.6	CHAFFEE	4.4		11.6		

- RRVW radio channels 1, 2, and 3 are in service on this subdivision.
- Speed Test Boards** — Engineers shall test speed of train westward between MP 10.0 and MP 11.0 approximately 2 miles west of Dwight and compare with speed table.
Speed test board also located between MP 50.0 and MP 51.0 located between Durbin and Casselton.
- Walcott** — Trains and engines on industry track must observe that crossing gates at street crossing have been activated before occupying or crossing must be protected by flagman.
- Durbin** — Close height and side clearance by gravel unloading site.
- Casselton** — BNSF trains setting out or picking up trains must obtain permission from the Minot East Dispatcher before entering RRVW main line track on the second subdivision. The Minot East Dispatcher will call RRVW Breckenridge Dispatcher for permission for train to enter second subdivision.

or

BNSF train crew members may contact RRVW Dispatcher directly on Channel 1717, call in number 62 for permission to enter RRVW second subdivision.

6. Speed Restrictions -

Wahpeton - When shoving cars over East Switch into Beyers Siding 5 MPH

Do not exceed 10 MPH over Highway 18 crossing at MP 5.2 between Chaffee Line Jct. and Lynchburg account blind crossing. Head end restriction only.

Six axle locomotives on Industry Tracks 5 MPH

- 7. Burlington Northern Santa Fe trains operating over the RRWV between Wahpeton Jct. and Casselton will obtain track warrants and bulletins from Breckenridge Operations Officer.
- 8. **Rule 6.13** - Yard limits in effect at:
 - Wahpeton Jct. - from MP 1.4 to MP 3.3 located between Wahpeton Jct. and Dwight.
 - Casselton - from MP 55.1 to MP 52.9 located between Casselton and Durbin.
 - Davenport - from MP 38.0 to MP 41.0 located between Kindred and Chaffee Line Jct.
 - Chaffee Line - from MP 0.0 to MP 0.5.
- 9. CTC at Casselton begins at MP 55.1
- 10. **On Chaffee Line** - Maximum authorized speed is 25 MPH. **Track warrant control will be in effect from MP 0.0 to MP 6.5.** Train crews will report time on Chaffee Line to RRWV dispatcher as soon as possible. Dispatchers will log this time on the train sheet.

Trackage from MP 6.5 to MP 11.8 located between Chaffee Line Jct. and Chaffee is considered excepted track FRA Standards 213.4, (GCOR 6.12). Rule 6.28 industrial track also applies.

- 11. At Davenport - normal position of east and west wye switches on the Fourth Subdivision is lined for Second Subdivision movement.
- 12. Movements between the operative approach signal located at MP 3.3 and Wahpeton Jct will be as follows:

Eastward Movement from MP 3.3 to Wahpeton Jct:

Aspect of Operation Approach Signal

- Green/Clear 25 MPH*
- Yellow/Approach Restricted speed. A yellow indication will normally indicate that Wahpeton Jct is not lined or that there is an occupancy between MP 3.3 and Wahpeton Jct.

Westward Movement from Wahpeton Jct to MP 3.3:

Aspect of Wahpeton Jct Absolute Signal

- Green/Clear 25 MPH*
- Red Stop. This normally will indicate occupancy between Wahpeton Jct and MP 3.3 or a switch not properly lined. Contact train dispatcher. Ask for permission to proceed. Proceed at restricted speed until MP 3.3 HER.

* Unless Track Bulletin or other instructions are more restrictive.

THIRD SUBDIVISION

MILE POST LOCATION	STATIONS	LENGTH OF TRACK	RULE 4.3		DISTANCE FROM OAKES JCT.	RADIO CHANNELS	DISP. CALL IN NO.
76.5	OAKES JCT.		JY		0.0	3	63
88.6	MOORETON	12.1			12.5	4	64
94.6	BARNEY	5.9			18.4		
101.1	WYNDMERE	6.2	M		24.6		
110.7	DELAMERE	9.8			34.4		
116.6	MILNOR	6.1			40.5		
122.5	HOVING	5.5		TWC	46.0		
127.4	GWINNER	4.9			50.9		
134.4	STIRUM	7.0			57.9		
141.9	CRETE	7.5			65.4		
149.9	OAKES	8.0	JTY		73.4		
15.4		15.4					
0.0	INDEPENDENCE		JTY		88.8		

HECLA LINE

MILE POST LOCATION	STATIONS	LENGTH OF TRACK	RULE 4.3	RULE 6.12	DISTANCE FROM OAKES	RADIO CHANNELS	DISP. CALL IN NO.
135.1	OAKES		TY		0.0	4	64
126.0	LUDDEN	9.1		INDUSTRIAL	9.1		
121.0	STATE LINE				14.1		
117.1	HECLA	8.9			18.0		
116.3	END OF TRACK	0.8			18.8		

- 1. RRWV radio channels 3 and 4 are in service on this subdivision.
- 2. **Speed Restriction Zones**
 Wahpeton – When shoving cars over East Switch into Beyers Siding 5 MPH
 Oakes Jct – from MP 76.5 to MP 77 10 MPH
 MP 78.3 10 MPH
 Mooreton – over Mooreton Main Street (head end restriction only) 10 MPH
 Wyndmere – Soo Line crossing at MP 100.9 10 MPH
 Hoving - over scale 5 MPH
 Gwinner - between Hwy 32 and MP 127.1 (HER) 10 MPH
 Oakes – between MP 148.4 and MP 149.9 10 MPH
 Between MP 15.4 and MP 0.0 between Oakes and Independence 10 MPH
 Six axle locomotives on Industry Tracks 5 MPH
- 3. Item 1A (**Special Instructions** — All Subdivisions) applies between MP 15.4 and MP 0.0 between Oakes and Independence.

4. At Soo Line crossing 0.1 miles east of Wyndmere, gate is lined for Soo Line. Wait at stop sign located at either side of the crossing for gate to lift before proceeding.

5. Normal Position of Switches

At Gwinner: Coil Bay switch is lined for movement between Coil Bay track and Melroe siding.

At Oakes: Wye switches are lined for through movement on the RRVW main line between Crete and Independence.

At Independence: East switch of east leg of wye is lined for third to fourth subdivision movement.

Gwinner – Trains and Engines on Industry Track must observe that crossing gates at street crossings have been activated before occupying or crossings must be protected by Flagman.

6. Rule 6.13 - Yard limits in effect at:

Oakes Jct – Between MP 76.5 and MP 78.0 located between Oakes Jct. and Mooreton.

Oakes – Between MP 148.4 and MP 14.1 located between Crete and Independence.

Independence – Between MP 1.0 and MP 0.0 located between Oakes and Independence.

7. Third subdivision trackage includes trackage between MP 135.2 Oakes and MP 116.3 Hecla. Trackage between MP 135.2 and MP 116.3 located between Oakes and Hecla is considered excepted track FRA Standard 213.4. Trackage between Oakes and Hecla is considered industrial track. Rule 6.28 applies.

Speed Restriction Zone — Oakes – Hecla

Between MP 116.3 and MP 122.7 5 MPH

Between MP131.4 and MP 135.1 5 MPH

8. **Speed Test Boards** — located between MP 83.0 and MP 84.0 located between Oakes Jct and Mooreton.

9. No 6 axle locomotives operate on Hecla Line.

10. Milnor - Trains operating on elevator and North Spur Tracks must observe that crossing protection at Main Street has been activated before occupying crossing or crossing must be protected by flagperson. Trains operating on south track must flag crossing before occupying.

11. Hoving - Do not accelerate or brake with locomotives over the scale deck.

FOURTH SUBDIVISION

MILE POST LOCATION	STATIONS	LENGTH OF TRACK	RULE 4.3	DISTANCE FROM HORACE	RADIO CHANNELS	DISP. CALL IN NO.
9.5	HORACE			0.0	3	62
		8.8				
18.2	DAVENPORT		AJYT	8.8	4	64
		6.0			3	64
24.3	WOODS			14.8		
		3.7				
28.0	LEONARD			18.5		
		12.4				
40.4	SHELDON			30.9		
		2.6				
43.0	RANSOM JCT.		AJ	33.5		
		6.5				
49.5	BUTZVILLE			40.0		
		5.7				
55.2	LISBON			45.7		
		7.7	TWC			
62.8	ELLIOTT			53.4		
		4.7				
67.7	ENGLEVALE			58.1		
		7.9				
75.6	VERONA			66.0		
		6.2				
81.7	INDEPENDENCE		YJT	72.2		
		5.3				
87.0	LaMOURE		JY	77.5		
		10.1				
97.1	BERLIN			87.6		
		9.8				
106.8	EDGELEY JCT.		YT	97.4		
		1.1				
107.9	EDGELEY		Y	98.5		

1. RRVW radio channels 3 and 4 in service on this subdivision.

2. Speed Restriction Zones

Davenport — between absolute signals of interlocking 12 MPH

Ransom Jct. — between absolute signals of interlocking . 12 MPH

Six axle locomotives on Industry Tracks 5 MPH

3. Item 1A (**Special Instructions** — All Subdivisions) applies between MP 9.5 and MP 55.2 between Horace and Lisbon.

4. Normal Position of Switches

At Davenport: Fourth subdivision junction switches are lined for turnout movement to the second subdivision.

At Independence: East wye switch is lined for through movement between the RRVW third and fourth subdivisions. Rule 6.17 does not apply at Independence. Stop sign for westward trains located at MP 81.8.

At Independence: East switch of east leg of wye is lined for the third subdivision to fourth subdivision movement.

At Independence: West switch of west leg of wye is lined for the third subdivision to fourth subdivision movement.

At LaMoure: Sixth subdivision junction switch is lined for through movement on the fourth subdivision.

At Edgeley Jct.: Wye switches are lined for through movement between Berlin and Edgeley.

- 5. At **Verona** – Close clearance by elevator.
- 6. **Horace** – Trackage between MP 9.0 east of Horace and MP 10.0 Horace is considered industrial track. Rule 6.28 applies.
- 7. **Ransom Jct.** – Movements over Soo Line Railroad trackage between RRVW Fourth and Fifth Subdivisions, are governed by the Soo Line timetables, special instructions, and other applicable rules. Clearance for trains operating over Soo Line trackage must be obtained from Breckenridge Operations before a track warrant may be obtained from the Soo Line Dispatcher. Soo Line Dispatcher's telephone number is (612) 904-5822.
- 8. **Rule 6.13 - Yard limits in effect at:**
 Independence – Between MP 81.0 and MP 81.9 located between Verona and LaMoure.
 LaMoure – Between MP 86.0 and MP 88.0 located between Independence and Berlin.
 Edgeley – Between MP 106.8 and MP 108.0 located between Edgeley Jct. and Edgeley.
 Davenport – Between MP 17.0 and 19.0 located between Horace and Woods.
- 9. **Speed Test Board** — Between MP 100.0 and MP 101.0 located between Berlin and Edgeley.
- 10. **Sheldon** — Trains and engines on elevator track must observe that crossing gates are operational on County Road 54 before occupying crossing unless crossing is protected by flagperson.

FIFTH SUBDIVISION

	MILE POST LOCATION	STATIONS	LENGTH OF TRACK	RULE 4.3	DISTANCE FROM LUCCA	RADIO CHANNELS	DISP. CALL IN NO.	
W E S T W A R D ↓	27.4	LUCCA		YJ	0.0	3	62	↑ E A S T W A R D
		----- 4.7 -----				4	64	
	32.1	NOME			4.7	3	64	
		----- 8.6 -----						
	40.7	KATHRYN			13.3			
		----- 6.6 -----						
	47.3	HASTINGS			19.9			
	----- 5.2 -----							
	52.5	LITCHVILLE		TWC	25.1			
	----- 7.7 -----							
	60.3	MARION		T	32.9			

- 1. RRVW radio channels 3 and 4 in service on this subdivision.
- 2. Item 1A (**Special Instructions** – All Subdivisions – Harmonic Rock) applies between MP 27.4 and MP 60.3 located between Lucca and Marion.
- 3. **Lucca** — Movements over Soo Line Railroad trackage between RRVW Fourth and Fifth Subdivisions, are governed by the Soo Line timetables, special instructions, and other applicable rules. Clearance for trains operating over Soo Line trackage must be obtained from Breckenridge Operations before a track warrant may be obtained from the Soo Line Dispatcher. Soo Line Dispatcher's telephone number is (612) 904-5822.
- 4. **Marion** — Trackage between MP 59.4 and MP 60.3 is considered industrial trackage. Rule 6.28 applies.
- 5. **Rule 6.13 - Yard limits in effect at:**
 Lucca – Between MP 27.3 and MP 28.0 located between Lucca and Kathryn.
- 6. **Speed Restrictions:**
 Six axle locomotives on Industry Tracks 5 MPH
- 7. **Kathryn** — East 500 feet of elevator spur track is out of service.

SIXTH SUBDIVISION

MILE POST LOCATION	STATIONS	LENGTH OF TRACK	RULE 4.3	DISTANCE FROM LaMOURE	RADIO CHANNELS	DISP. CALL IN NO.
WESTWARD ↓	48.5 LaMOURE		YJ	0.0	3 4	64 64
	41.2 GRAND RAPIDS	7.7		7.7		
	32.6 DICKEY	8.5		16.2		
	26.4 ADRIAN	6.3	TWC	22.5		
	19.0 MONTPELIER	7.4		29.9		
	13.0 YPSILANTI	6.1	2281	36.0		
	2.0 JAMESTOWN	12.7		48.7		
				JTY		

- RRVW radio channels 3 and 4 in service on this subdivision. BNSF dispatcher for Jamestown will operate on AAR Channel 39.
- Item 1A (Special Instructions- All Subdivisions, Harmonic Rock) applies on entire subdivision.
- Rule 6.13 - Yard limits in effect at:**
 LaMoure - Between MP 48.5 and MP 47.7 located between LaMoure and Grand Rapids.
 Jamestown - Between MP 2.0 and MP 0.0 located between Jamestown and Ypsilanti (BNSF yard limits). BNSF Track. RRVW Trackage begins at MP 2.0.
 Jamestown - Between MP 2.0 and MP 4.0 located between Jamestown and Ypsilanti.
- Trackage between MP 48.5 and MP 13.5 located between LaMoure and Ypsilanti is considered excepted track FRA Standard 213.4 (see GCOR 6.12).
- Speed Restrictions:**
 Do not exceed 10 MPH between MP 2.0 and MP 13.5 located between Jamestown and Montpelier.
- All trains must receive a BNSF track warrant from BNSF listing track bulletins in effect before entering yard limits at Jamestown.
- Bridge No. 47 located at MP 47.7 will be inspected on a monthly basis by personnel authorized by Manager-Track and Structures. Bridge is to be inspected under load and inspection noted on RRVW Track Inspection form.
 If train consists of more than ten (10) loaded cars including locomotives, visual inspection will be required by authorized personnel while movement is being made.
- No six-axle locomotives permitted to operate on RRVW 6th Subdivision.

SEVENTH SUBDIVISION

MILE POST LOCATION	STATIONS	LENGTH OF TRACK	RULE 4.3	DISTANCE FROM JAMESTOWN	RADIO CHANNELS	DISP. CALL IN NO.
WESTWARD ↓	0.0 JAMESTOWN		JTY	0.0	3	64
	12.2 BUCHANAN	12.2		12.2		
	20.1 PINGREE	7.9	YJT	20.1		
	42.5 CARRINGTON	22.4	MY ABJT	42.5	3	65
	50.8 BARLOW	8.3		50.8		
	58.5 NEW ROCKFORD	7.7	TWC	58.5		
	69.6 SHEYENNE	11.1		69.6		
	78.3 OBERON	8.7	YJT	78.3		
	15.4 MADDOCK	15.4	IN INDUSTRIAL	93.7		

- RRVW radio channel 3 in service on this subdivision.
- Speed Restriction Zones**
 Soo Line Crossing — MP 43.2 10 MPH
 New Rockford — between MP 58.5 and MP 59.0 5 MPH
 Carrington — between MP 41.5 and MP 43.5 10 MPH
 Carrington — Industry Tracks 5 MPH
- Item 1A (**Special Instructions** – All Subdivisions) applies between MP 0.0 and MP 78.3 between Jamestown and Oberon.
- Rule 6.13 - Yard limits in effect at:**
 Jamestown - Between MP 0.0 and MP 3.0 located between Jamestown and Buchanan (BNSF yard).
 Pingree - Between MP 19.5 and MP 21.5 located between Buchanan and Carrington.
 Carrington - Between MP 40.7 and MP 45.0 located between Pingree and Barlow on the Seventh Subdivision.
 New Rockford - Between MP 57.0 and MP 61.0 located between Barlow and Sheyenne.
 Oberon - Between MP 78.1 and MP 78.7 located between Sheyenne and Oberon.
- Trackage between Oberon and Maddock is considered industrial track. Rule 6.28 applies between Oberon and Maddock.
- Trackage between MP 16.0 and MP 16.56 between Maddock and Esmond is excepted track FRA Standard 213.4 (see GCOR 6.12).
- All trains must receive a BNSF track warrant listing track bulletins in effect before entering yard limits at Jamestown or New Rockford.

EIGHTH SUBDIVISION

WESTWARD ↓	MILE POST LOCATION	STATIONS	LENGTH OF TRACK	RULE 4.3	DISTANCE FROM PINGREE	RADIO CHANNELS	DISP. CALL IN NO.	↑ EASTWARD
	0.4	PINGREE		YJT	0.0	3	64	
	20.5	WOODWORTH	20.5	TWC	20.5			
	21.55	END OF TRACK	10.5		21.55			

1. RRVW radio channel 3 in service on this subdivision.
2. Trackage between MP 0.4 and MP 21.55 between Pingree and Woodworth is excepted track FRA Standards 213.4 (see GCOR 6.12).
3. No six-axle locomotives permitted to operate.
4. Crew must obtain Track Warrant when operating within these limits.
5. Yard limits extend from MP 0.4 to MP 1.0 located between Pingree and Woodworth.

NINTH SUBDIVISION

WESTWARD ↓	MILE POST LOCATION	STATIONS	LENGTH OF TRACK	RULE 4.3	DISTANCE FROM CARRINGTON	RADIO CHANNELS	DISP. CALL IN NO.	↑ EASTWARD
	0.0	CARRINGTON		Y BJT	0.0	3	65	
	12.6	SYKESTON	12.6	TWC	12.6			
	27.3	BOWDON	14.7		27.3			
29.16	END OF TRACK	1.86	29.16					

1. RRVW radio channel 3 in service on this subdivision.
2. Trackage between MP 0.0 and MP 29.16 between Carrington and Bowdon is excepted track FRA Standards 213.4 (see GCOR 6.12).
3. Crews must obtain Track Warrant when operating within these limits.
4. No six-axle locomotives permitted to operate.
5. Yard limits extend from MP 0.0 to MP 1.8 located between Carrington and Sykeston.

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

1. Speed Restriction All Subdivisions

- Maximum speed permitted 25 MPH
- Movements on elevator and passing tracks 10 MPH
- All trains and engines through turnouts. 10 MPH

All speeds are subject to modification by speed restrictions indicated under individual subdivision Special Instructions.

Speed restriction for trains handling loads on ribbon rail: Do not exceed 10 mph when temperature reaches above 90 degrees unless inspected and authorized by MW to operate at maximum track speed.

1A. Control of Harmonic Rocking

Under certain conditions, operation of trains between 13 and 21 miles per hour can cause derailments due to harmonic rocking of cars. Where specified by individual subdivision special instructions or general order, the following restrictions will apply: Freight trains, other than trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

2. Restrictions on Cars

1. When pile drivers, cranes, derricks, or similar equipment are being moved on their own wheels or on cars in a train they must be properly secured, and, when practicable, boom must be trailing. Such equipment must be inspected before being moved.
2. Spreaders and dozers being moved in trains must, when practicable, be headed in the direction train is moving. Wings must be properly secured.
3. Train crew members must be notified when such equipment is in their train.
4. RRVW 114 (crane) must be handled not more than five (5) cars from rear of train when practicable. Boom must be secured in the trailing position.

2A. Dimensional and Special Shipment Restrictions

1. All employees involved in the handling of dimensional or special shipments must be familiar with and be governed by these instructions.
2. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message.
3. Before a dimensional shipment is picked up on line, train crew must obtain permission from Breckenridge Operations. When dimensional or special shipment is set out on line, train crew must notify operations office as promptly as possible.
4. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by Breckenridge Operations of proper safeguards taken.
5. Train crews must notify CP Railway dispatcher of high-wide loads before obtaining a track warrant.

3. Restrictions on Locomotives

All locomotives equipped with air and electrical multiple (MU) connections in the head-end consist must be properly coupled for MU operation. In light engine movements the number of locomotives not in MU operation must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not coupled to the head end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist to ensure brakes release. If other placement is required, release of the brakes must be ensured.

4. Track Warrant Control

Track warrant control will be in effect on all subdivisions unless otherwise indicated under individual subdivision Special Instructions. Track warrants must be numbered consecutively each week beginning at 0001 Continental Time on Sunday mornings.

5. Home Terminals

Carrington, ND and Breckenridge, MN are designated as home terminals for RRVW trains and employees. Jamestown, Lisbon, Kindred, LaMoure, and Edgeley, ND are designated as tie up points for crews in compliance of Hours of Service Laws.

Lisbon is established as a tie-up point for train crews in compliance with Hours of Service law. General Orders and Notices will be posted at the Gas Plus station in Lisbon.

Phone number: (701) 683-4098

Fax number: (701) 683-0045

6. Red River Valley & Western Authorized Radio Channels

Unless otherwise provided under individual subdivision Special Instructions, the following radio channels will be used for the operations specified:

RRVW Radio Channel Assignments	AAR
Local SwitchingChannel 1	79
Local SwitchingChannel 2	22
Breckenridge OperationsChannel 3	17-17
Breckenridge OperationsChannel 4	TX08 RX89
CP DispatcherChannel 5	65
Burlington Northern Santa Fe (Ch.1) Channel 6	66
Burlington Northern Santa Fe (Ch. 2)Channel 7	70
BNSF Dispatcher-Jamestown	39
CP Yard ChannelChannel 9	94-94
National Weather Service.....Channel 10	--

All trains and company vehicles are required to monitor the appropriate radio channels that are conducive to dispatching operations except when switching movements require an alternative channel.

DISPATCHERS RADIO FORMAT

Transmitter Location	Channel Number	Dispatcher Call in Number
Breckenridge, MN	1	61
Breckenridge, MN	2	N.A.
Breckenridge, MN	3	63
Breckenridge, MN	6 (BNSF)	69
Veblen, SD	4	64
Kindred, ND	3	62
Spiritwood, ND	3	64
New Rockford, ND	3	65
Hurdsfield, ND	4	65

BNSF employees are to contact the RRVW Dispatcher at Breckenridge on BNSF channel number 1 and dial "69".

RRVW employees refer to appropriate timetables to contact Burlington Northern Santa Fe and CP Dispatchers.

Emergency Radio Instructions

The 911 Emergency Call System is operational throughout the RRVW Dispatchers Radio Network.

With radio set to the appropriate channel, dial "911" and wait for the response tones and announce your emergency. The dispatcher does not need to respond to hear your call, but will acknowledge the emergency call after completed.

7. MW and GCOR Flagging Rules

All Subdivisions other than RRVW First Subdivision:

Where required to flag for temporary track restrictions, the flagging distance for advance warning flags is changed from two miles to one mile.

"MW and GCOR Flagging Rules" do not apply on the First Subdivision. Advance warning flags will be placed two miles in advance of restricted areas unless otherwise specified in track warrant, track bulletin or general order.

8. Certificate of Rules Examination

Employees required to pass examination must have Certificate of Rules Examination Card in their possession while on duty.

Engineers are required to also carry their valid engineer certification license.

9. All movements over RRVW trackage are governed by RRVW Timetable, Special Instructions, and any other applicable RRVW rules.

10. Getting on or off moving equipment (cars or engines) is allowed at speeds of approximately 4 mph or less, only when safe to do so and when duties require. Getting on or off any moving MW machinery or hi-rail vehicles is prohibited.

When getting on or off standing or moving equipment in inclement weather, employees should be alert for slippery handrails, grabirons, steps and walkways on equipment.

Employees having medical restrictions or any other concerns as to their ability to safely get on or off moving equipment in the performance of their duties, must stop movements prior to

getting on or off equipment.

Employees may get on or off equipment in an emergency.

Employees are prohibited from getting on or off moving flat cars unless the car is equipped with a horizontal handhold that is at least 18 inches or higher than the deck of the car.

Never get on or off equipment while a coupling is being made unless it is necessary in the performance of duty.

Do not attempt to mount or dismount moving equipment while carrying grips, brake hoses or other materials that prevent full use of both hands. This also applies to any item that, although carried with a shoulder strap, could shift while getting on or off equipment.

When getting on or off equipment, always maintain at least three points of contact with the equipment: two hands and one foot or two feet and one hand.

11. **Standard Clock:** A standard clock has been placed in the crew room of the Breckenridge Yard Office. The Third Trick dispatcher (2200 to 0600 shift) will be responsible for comparing time between the standard clock and BNSF WWV Standard time (BNSF phone number WWV-TIME). The time that the comparison is made will be recorded on the form posted near the clock, along with the number of seconds ahead or behind the clock is, whether or not the clock was reset, and any other pertinent information (power outages, etc.)

Standard clocks are also located at LaMoure and Carrington. LaMoure section crew is responsible for setting LaMoure clock. First train crew on duty each day at Carrington is responsible for checking Carrington standard clock. Clocks may be checked against the NIST standard clock at (303) 499-7111.

13. When snow and ice conditions dictate, all trains on other than main track will use discretion as to running engine(s) first through all crossings. On the Second Subdivision, engine(s) first is mandatory.
14. **Glossary:** Abbreviation – Added to as follows:
 AS - Absolute Signal
 OOS - Out of Service
 YD - Yard
15. Locomotives will be left running when forecast is for temperatures to drop below 40 degrees. Train crews can check weather on Channel 10, AAR 96-96.

Safety Rules and General Code Rules Changes and Additions

Rule 1.17(B) Hours of Service - is added to as follows: In the event service is rendered in excess of the Hours of Service law for any reason, Transportation Specialist in charge will submit a complete report providing all details, to the Manager of Transportation within 24 hours.

Rule 3.3 WWV Time 8-998-9463 on BNSF phone line Time comparison for each crew member will be noted on timeslip.

Time Comparison - is added as follows:

The "Uniform Time Act of 1966" provides in part that the standard time of each time zone shall be advanced one hour or back one hour as follows:

At 0200 on the first Sunday in April, each year, Standard Time is advanced one hour to 0300.

At 0200 on the last Sunday in October, each year, Standard Time is set back one hour to 0100.

Watches and standard clocks must be changed accordingly and time compared as outlined in Rule 3.3.

Rule 4.3 - explanation of characters:

- A - Automatic Interlocking
- ABS - Automatic Block Signal System
- B - General Orders, Notices, and Circulars
- CTC - Centralized Traffic Control
- J - Junction
- K - Standard Clock
- M - Railroad crossing protected by signals or gates
- OCS - Occupancy Control System
- T - Turntable or wye
- TWC - Track Warrant Control
- Y - Yard Limits

Rule 5.4.5 - Display of Green Flag - is changed to read as follows:

A green flag indicates the end of a restricted area. If a series of locations require reduced speeds and the green flag will overlap a yellow flag, a yellow flag will be placed in advance of the first location and a green flag at the end of the last location.

On routes not affected by restrictions, a green flag will be placed just beyond the clearance point on route not affected, except for movements against the current of traffic.

Rule 5.4.7 - Display of Red Flag

A red flag must be displayed where on-track equipment or trains must stop. Red Flags must be displayed at least:

- 800 feet before the obstructed area on main track or controlled siding.
- 150 feet before the obstructed area on all other tracks.

When a track warrant or track bulletin has not been issued, torpedoes must be:

- Placed at least 800 feet before each red flag on main track or

controlled siding.

- Replaced after exploded by each on-track equipment or train.

When approaching a red flag, the on-track equipment or train must stop short of the red flag and not proceed unless the employee in charge gives verbal permission.

If permission to proceed is received before the on-track equipment or train stops, the on-track equipment or train may pass the red flag without stopping.

If track bulletin Form B is not in effect, permission granted to the train will include speed and distance. This speed must not be exceeded until the rear of the train has passed the specified distance from the red flag, unless otherwise instructed by the employee in charge.

Displayed Between Rails. When a red flag is displayed between the rails of a track other than a main track or controlled siding, trains must stop and not proceed until the flag has been removed by an employee of the class that placed it.

Employees of on-track equipment that encounter a red flag between the rails may, after receiving permission, remove the flag and proceed. The red flag will be replaced.

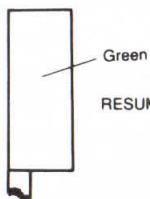
Rule 5.5 - following paragraphs are added:

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

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

ADVANCE WARNING SIGN

SPEED SIGN



NOTE:
Advance Warning Sign and
Speed Sign have yellow back-
ground and black letters and/or
numbers.

RESUME SPEED SIGN

Rule 5.9.5 Auxiliary Lights

Auxiliary lights can consist of two ditch lights (auxiliary lights on steady), crossing lights (auxiliary lights alternately flashing) or strobe lights. Auxiliary lights are considered operative when both lights illuminate after the auxiliary light switch is activated.

A. - Required Auxiliary Lights

Auxiliary Lights must be displayed to the front of the train, when moving over public crossings at grade in excess of 20 MPH.

Locomotives must not be operated as lead unit on trains out of their initial terminal unless auxiliary lights are operative.

Engines displaying operating ditch lights or oscillating white headlight may proceed at maximum authorized speed over

highway crossings. Engines equipped with operating strobe lights, but no ditch lights, must not exceed 40 MPH over public crossings.

B. - En route Failure of Auxiliary Light(s)

If one light fails enroute, the train may proceed at maximum authorized speed, but repairs must be made no later than the next calendar inspection required by CFR 229.21.

If two lights fail enroute, train may proceed not exceeding 20 MPH over public crossings at grade, but auxiliary lights must be repaired at the next point where repairs can be made.

Rule 5.13.1 Utility Employee

As used in this rule, the following definitions apply:

Controlling locomotive - A locomotive arranged as having the only controls over all electrical, mechanical and pneumatic functions for one or more locomotives, including controls transmitted by radio signals, if so equipped. It does not include two or more locomotives coupled in a multiple which can be moved from more than one set of locomotives controls.

Ranking Crew Member - An individual in whom the general charge of the train or yard crew is vested in. If train or yard crew has no individual in charge the ranking crew member will be the assigned locomotive engineer.

Train or Yard Crew - One or more railroad employees assigned a controlling locomotive under the charge and control of one crew member, involved with the train or yard movement or railroad rolling equipment they are to work with as an operating crew.

Utility Employee - A railroad employee assigned to and functioning as a temporary member of a train or yard crew whose primary function is to assist the train or yard crew in the assembly, disassembly or classification of rail cars or operation of trains. Railroad employee shall be subject to the Hours of Service Law.

A utility employee shall perform service as a member of only one train or yard crew at any given time and no more than 3 utility employees may be assigned to the same crew.

Utility employee may be assigned to and serve as a member of a train or yard crew blue signal protection to perform one or more of the following functions:

- Set or release hand brakes;
- Coupling or uncouple air hoses and other electrical or mechanical connections;
- Prepare rail cars for coupling;
- Set wheel blocks or wheel chains;
- Conduct air brake tests to include cutting air brake components in or out and position retaining valves;
- Inspect, test, install, remove or replace a rear end marking device or end of train device.

Under all other circumstances a utility employee working on, under, or between railroad rolling equipment must be provided with blue signal protection.

In order to perform the above functions without blue signal protection the below procedures must be followed:

- (a) Train or yard crew is assigned a controlling locomotive that

is under the actual control of the assigned locomotive engineer of that crew;

- (b) Locomotive engineer is in the cab of the controlling locomotive, or occupied by another member of the same crew if locomotive is stationary.
- (c) Utility employee must establish communication with the crew by contacting the ranking crew member on arriving at the train and before commencing any duties with the crew.
- (d) Ranking crew member shall provide to each crew member of the presence and identity of the utility employee. All crew members must acknowledge this notice to ranking crew member, after crew members have acknowledged, ranking crew member shall advise utility employee that they are authorized to work as part of the crew. Thereafter, communication shall be maintained so that each crew member of the train or yard crew understands the duties to be performed and whether those duties will cause any crew member to go on, under, or between rolling equipment.

When utility employee has finished all work in connection with that train and is no longer on, under, or between rolling equipment the utility employee must detach themselves from the train or yard crew in the following manner:

- (a) Utility employee shall notify ranking crew member that all work is done in connection with the train.
- (b) Ranking crew member shall provide notice to each crew member that the utility employee is being released. All crew members must acknowledge this notice, ranking crew member shall then notify utility employee that they are released from the train or yard crew.

Rule 6.1.1 - all subdivisions:

When copying and repeating track warrants and track bulletins, station names and authorized abbreviations do not have to be spelled out, continue to spell out directions and numbers.

Rule 6.19 - all subdivisions:

Flag protection against following trains as prescribed by Rule 6.19 is not required unless indicated on track warrant under "Other Specific Instructions".

When required to flag, the distance will be one mile.

Rule 6.23 - the following paragraph is added:

The initial and number of the car on which the rear of train device or marker is applied must be ascertained by the Transportation Specialist in charge. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

Rule 6.27 - Restricted Speed - is modified by the addition of the following:

Men fouling the track does not apply when operating at restricted speed as required by:

- Block or interlocking signal indication
- While moving within yard limits
- While operating on track and time other than Joint Track and Time as prescribed by Rule 10.3.3

or

- A track warrant that has Line 11 checked.

Where required by other rules, men or equipment fouling track will apply.

Rule 6.32.2 - Automatic Crossing Devices – is changed to read:

Under any of the following conditions, a movement must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered:

Movement has been delayed or stopped within 3,000 feet of the crossing.

Movement is closely following another movement.

or

Movement is on other than the main track or siding.

EMPLOYEES MUST OBSERVE ALL AUTOMATIC CROSSING WARNING DEVICES AND REPORT ANY THAT ARE MALFUNCTIONING TO THE TRAIN DISPATCHER BY FIRST AVAILABLE MEANS OF COMMUNICATION. ALL AFFECTED TRAINS MUST BE NOTIFIED AS SOON AS POSSIBLE.

A. - Train Dispatcher and Yardmaster Responsibility

When notified that crossing signals are malfunctioning, the train dispatcher or yardmaster must notify all affected trains. The notification does not have to be in writing.

B. - Train Crew Responsibilities When Notified That Automatic Crossing Devices are Malfunctioning.

When crossing is protected by a flagperson:

Be governed by the instructions from the flagperson or train dispatcher.

When crossing is not protected by a flagperson:

Stop before crossing is occupied. A crew member, on the ground, must protect movement until lead engine is through the crossing.

or

If crossing warning devices are operating, proceed not exceeding 15 MHP. After lead engine is through the crossing, resume normal speed.

Note: When notified that crossing signals are malfunctioning, sound whistle signal 5.8.2(11) regardless of any prohibition in timetable, general orders, track bulletin, track warrant or other instructions.

C. - Flagperson Responsibilities When Automatic Crossing Devices are Malfunctioning

When unable to provide protection for each direction of highway use, instruct train to:

Not exceed 15 MPH.

After lead engine is through the crossing resume normal speed.

When protection is provided for each direction of highway use, instruct train to:

Proceed at normal speed.

The flagperson must be equipped as follows:

During the Day:

Orange vest, orange shirt, or orange jacket.
A red flag or stop paddle.

At Night:

The vest, shirt, or jacket must be retroreflective.
Flashlight, lantern, or other light signal.

	Flagger for each direction of traffic	Police officer present	Flagger present, but not one for each direction of traffic	No flagger - no police
False activation	Normal speed	Normal speed	Proceed with caution-maximum speed of 15 mph.	Proceed with caution-maximum speed of 15 mph.
Activation failure	Normal speed	Normal speed	Proceed with caution-maximum speed of 15 mph.	Stop: Crewmember flag traffic and reboard.

D. - Trackwork in Crossing Circuits

When highway crossing warning devices may operate due to work being performed within the circuits of the automatic warning devices, one of the following methods must be taken for the safety of the public and train movements:

1. The warning system for the track affected should be temporarily taken out of service and flag protection provided as prescribed for a malfunctioning device as stated above.

Note: When the system requires deactivation by a signal maintainer it will have to be re-checked by signal maintainer before being put back in service.

or

2. Leave the crossing in service and provide a flagman at the crossing and notify the train dispatcher for malfunctioning device protection as outlined above. If this is done, the flagman must remain at the crossing to provide protection of the public and train movements.

When changing a rail within the circuits, the signal system must be checked out by signal department personnel before it may be released for normal operation.

Note: The above will not apply when equipment is moving from one point to another.

Rule 14.2 - All tracks other than main tracks at stations other than Breckenridge and Carrington are considered sidings as far as pertaining to Track Warrant authority limits.

Rule 14.9 - Paragraph A is changed to read:

Transmitting Track Warrant

1. An employee will enter all of the information and instructions on the track warrant.
2. The train dispatcher will note the number of boxes (lines) checked and then identify each box (line) number. (Example: "there are four boxes checked. They are box numbers two, seven, eight and nine"). Additionally the train dispatcher will state specific instructions. For example, "This track warrant includes a requirement to meet another train".
3. The employee will repeat the information to the train dispatcher.

4. The receiving employee will repeat the number of boxes (lines) checked and identify the individual box (line) numbers. Specific instructions must also be repeated.
5. The train dispatcher will check the information, and, if correct, will say "OK" and give the time and his initials.
6. The employee will enter the "OK" time and the train dispatcher's initials on the track warrant and repeat them to the train dispatcher.

OCS Form - The following is an example of the OCS form:

"OCS" Occupancy Control System

No. _____ 19__

To: _____ At: _____

A. OCS No. _____ is cancelled.

B.1 Proceed from _____ to _____ on _____ track.

B.2 Proceed from _____ to _____ on _____ track.

C. Work between _____ and _____ on _____ track.

D. Do not proceed until _____ arrives at _____.

E. Following _____.

F. Limits occupied by train or engine between _____ and _____.

G. Limits occupied by men or equipment between _____ and _____.

J. This permission expires at _____.

K. Do not exceed _____ MPH between _____ and _____.

L. Other specific Instructions _____

OK _____ Issued by _____ Limits reported clear at _____

(Mark X in box of each item instructed.)

Rule 18.0 - OCS - Occupancy Control System

OCS is in effect from MP 6.04 to CTC Wahpeton Jct. Before fouling or occupying the main track between MP 6.04 and CTC Wahpeton Jct, men or equipment must receive an OCS permit from the RRVW train dispatcher.

Trains or engines must receive verbal permission or an OCS (when applicable) from the RRVW train dispatcher at Breckenridge before occupying the main track within ABS yard limits Wahpeton Jct. and MP 6.04. OCS permits are required for trains if they are to enter OCS limits with MW employees. Verbal permission or if needed, an OCS permit, is required in addition to signal indication for westbound trains at Wahpeton Jct.

All eastbound trains must report their arrival at yard limits MP 6.04 and westbound trains must report their departure from yard limits at MP 6.04 to the RRVW train dispatcher at Breckenridge.

OCS does not relieve train or engines from complying with GCOR Rule 6.13 yard limits.

RRVW train dispatchers will comply with RRVW train dispatcher manual rules 46.1 through 46.5.1.

RRVW train dispatchers will comply with RRVW train dispatcher manual rules 46.2, 46.2.1, 46.2.2, 46.3.1, 46.4.1, 46.4.2, 46.5.1.

OSC permits will be consecutively numbered each week starting with number 301 at 0001 each Sunday.

Rule 18.1 - OCS for Trains and Engines

In addition to GCOR Rule 6.13 (Yard Limits), the following also applies at locations designated under the individual subdivision special instructions:

Occupy the Main Track

Before occupying the main track, trains or engines must receive permission from the train dispatcher.

When requesting permission, give the following:

- Engine number
- Direction, if applicable
- Location
- Track or tracks to be used

When permission is granted, write the instructions down and repeat them to the train dispatcher, who will check them and, if correct will say "OK" and give the time and his initials.

OSC does not relieve a train or engine from complying with restricted speed in non-signalized territory.

All trains or engines clearing the main track at other than control points must advise the train dispatcher when they are clear of the limits.

Designated Limits

OCS limits must be designated by specifying track, where required, and exact points such as switches, mile posts, or other identifiable points.

Direction of Movement

When trains or engines receive permission to proceed from one point to another, they must move in only the direction specified.

When trains or engines receive permission to work between two specific points, they may move in either direction between those points.

Same Limits with a Train or Engine

Before a train or engine receives permission to occupy the same limits with a train or engine working between two locations, a crew member of each train or engine must be notified. When notified, all movements must be made at restricted speed.

Same Limits with Men or Equipment

Before a train or engine receives permission to occupy the same limits with men or equipment, the maintenance of way employee in charge and a crew member of the train or engine must be notified. When notified, all movements must be made at restricted speed.

Permission Expired

When unable to contact, the train dispatcher and OCS permission expires, permission is extended until the train dispatcher can be contacted.

Rule 18.2 - OCS for Maintenance of Way

Within yard limits at locations designated under individual subdivision special instructions, OCS or other authority must be used to occupy the main track.

Occupy the Main Track

Before occupying or fouling the main track, men or equipment must obtain authority from the train dispatcher.

When requesting authority, give the following:

- Name
- Direction, if applicable
- Location
- Track or tracks to be used

When authority is granted, write the instructions down and repeat them to the train dispatcher, who will check them and, if correct, will say "OK" and give the time and his initials.

Maintenance of way employees must advise the train dispatcher when they are clear of the limits.

Track Flags

Men or equipment may use the main track within the specified limits without the use of track flags. If the track is not safe for trains to move at a speed of at least 20 MPH, the employee in charge must protect the track with red flags as prescribed by Rule 5.4.7 (Display of Red Flag).

Designated Limits

OCS limits must be designated by specifying track, where required, and exact points such as switches, mile posts, or other identifiable points.

Direction of Movement

When men or equipment receive authority to proceed from one point to another, they must move in only the direction specified.

When men or equipment receive authority to work between two specific points, they may move in either direction between those points.

Same Limits with a Train or Engine

Before men or equipment receive authority to occupy the same limits with a train or engine, the maintenance of way employee in charge and a crew member of the train or engine must be notified. When notified, all movements must be made at restricted speed.

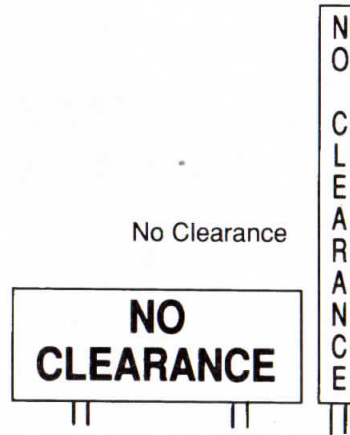
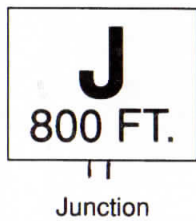
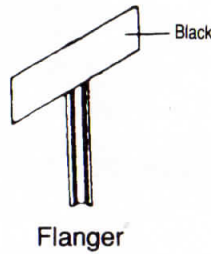
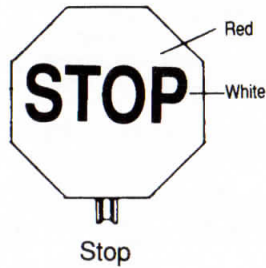
Authority Expired

Before the time authorized expires, the track must be made ready for train movement. Men and equipment must be clear of the track and the dispatcher advised or extension granted.

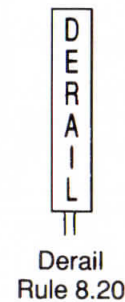
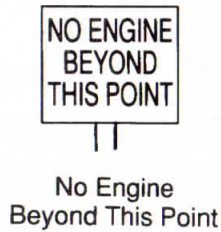
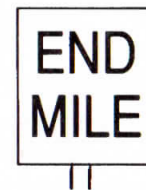
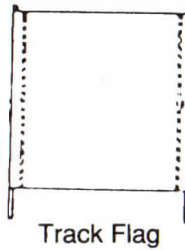
When unable to contact the train dispatcher and OCS authority expires, authority is extended until the train dispatcher can be contacted.

SIGNS

Except as shown, roadway signs have white background and black letters and/or numbers.





Yellow (Rule 4.5.2)
Red (Rule 5.4.7)
Green (Rule 5.4.5)
Yellow-Red (Rule 5.4.3)

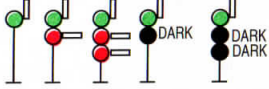


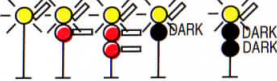

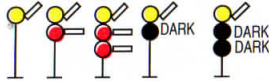
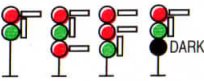
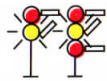

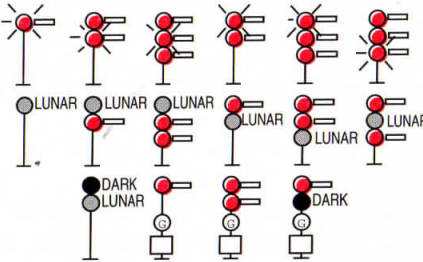
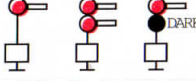
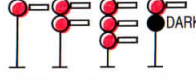


SIGNAL ASPECTS AND INDICATIONS


DISTANT SIGNALS

Aspects of Color Light and Semaphore Signals	Name	Indication
	DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 9.9 or Rule 9.9.1 between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
	DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.


BLOCK AND INTERLOCKING SIGNALS

	CLEAR	Proceed.
	ADVANCE APPROACH	Proceed prepared to stop at second signal.
	APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
	APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
	APPROACH	Proceed prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
	DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
	DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
	RESTRICTING	Proceed at restricted speed.
	STOP AND PROCEED	Stop, then proceed at restricted speed.
	STOP	Stop.

 To indicate number plate;

 To indicate flashing light;

 To indicate position of semaphore arm.

 To indicate color light signal head;

Section Crew Territories

<u>Subdivision</u>	<u>Mile Post</u>	<u>Section Crew</u>
1st	212.32 to 6.04 Yard	Breckenridge Breckenridge
2nd	1.4 to 55.0 0.0 to 11.6 (Chaffee Line)	Kindred Kindred
3rd	76.5 to 117.3	Kindred
3rd	117.3 to 149.9 0.0 to 15.4 (Independence Line) 135.1 to 116.3 (Hecla Line)	LaMoure LaMoure LaMoure
4th	9.5 to 55.0	Kindred
4th	55.0 to 107.9	LaMoure
5th	27.4 to 60.3	LaMoure
6th	2.0 to 32.6	Carrington
7th	0.0 to 78.3 0.0 to 16.0 (Maddock)	Carrington Carrington
8th	0.0 to 21.55	Carrington
9th	0.0 to 29.16	Carrington
Rutland Line	42.6 to 65.6	Kindred

OTS PROTECTION

CTC	Non Signalled	Automatic Interlocking	Types of Authority on Controlled Track
X	X		Form B Track Bulletin GCOR 15.2
X	X		Form D Track Bulletin OOS GCOR/TT
X			Track & Time GCOR 10.3
	X		Track Warrant GCOR 14.5
X	X		Foul Time OTS 21.1.5
X	X	X	Lookout OTS 21.3
X	X	X	Lone Worker OTS 21.4
		X	OTS Rule 21.6C

SPEED TABLE

Miles Per Hour	Time Per Mile	
	Minutes	Second
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
23	2	36
25	2	24
27	2	12
30	2	0
32	1	52
35	1	43
38	1	35
40	1	30
43	1	24

CONDUCTING YOUR JOB BRIEFING

- Who is to do it? Designate an Employee In Charge.
- What is to be done.
- Why it is to be done.
- When it is to be done. Time limits of track authority.
- Where is it to be done. Track limits of track authority, track(s) that may be fouled.
- How it is to be done. Type of track authority, protection of adjacent tracks.
- What safety precautions are necessary?
- Where will you clear for trains?

Follow-up job briefings must be conducted whenever working conditions or procedures change; when others enter the working limits; or when track authority is changed, extended or is about to be released.

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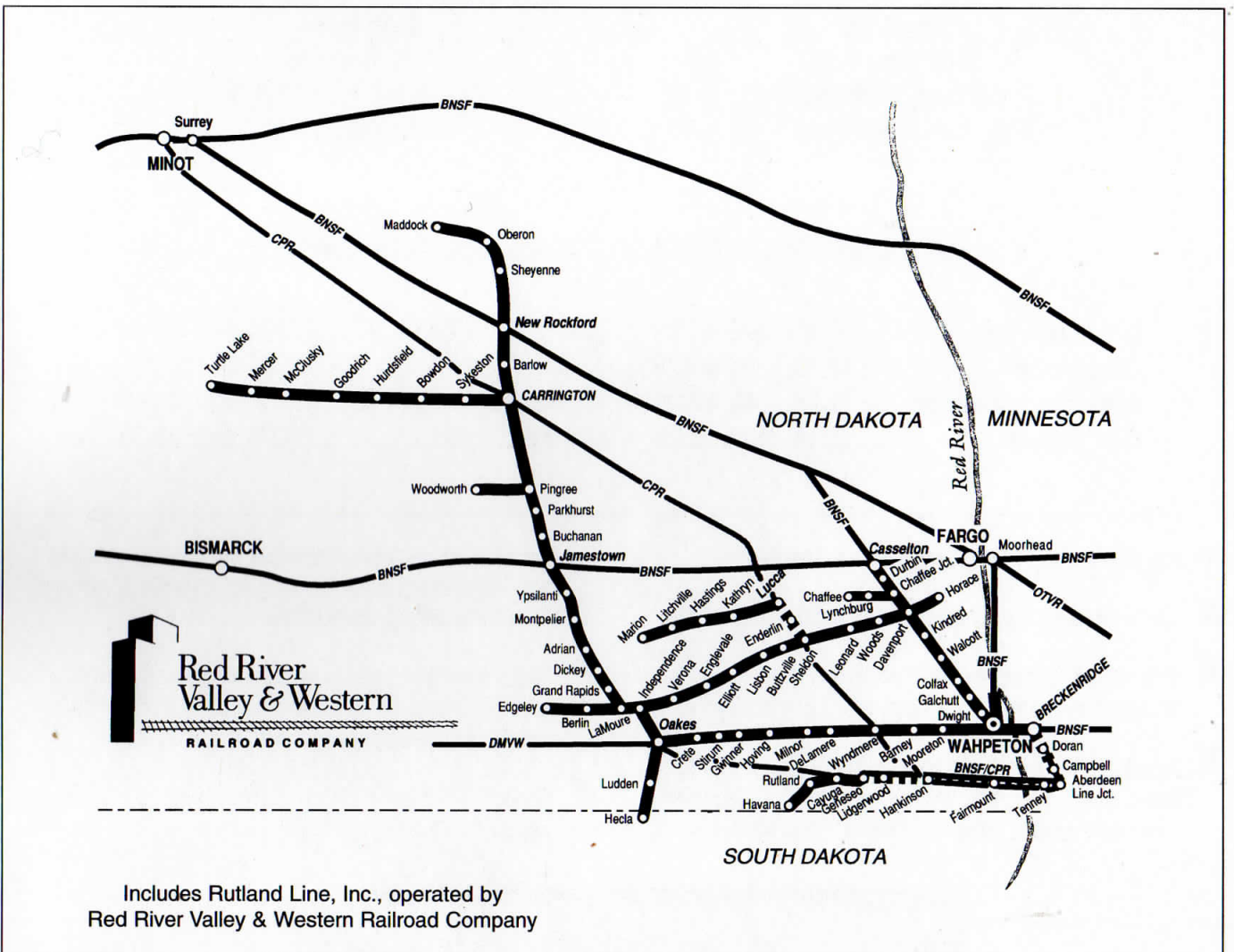
NOTES:

FREIGHT TRAIN AIR BRAKE TESTING

Chart and Instructions contain major points in regard to Freight Train air brake tests. It DOES NOT supersede any of the requirements as contained in Air Brake and Train Handling Rules.

TYPE OF TEST & RULE NUMBER	CHARGE SYSTEM TO WITHIN 15 PSI OF REGULATING OR FEED VALVE	CHARGE SYSTEM TO NOT LESS THAN 60 PSI	NO SPECIFIED CHARGE IN BRAKE SYSTEM	20 PSI BRAKE PIPE REDUCTION	BRAKES APPLY			BRAKE PIPE LEAKAGE TEST	BRAKES RELEASED			BRAKE PIPE PRESSURE BEING RESTORED
					CAR(S) PICKED UP	REAR CAR	ENTIRE TRAIN		ENTIRE TRAIN	REAR CAR	CAR(S) PICKED UP	
INITIAL TERMINAL 214	NORMAL	•		•			•	•	•			
1,000 MILE 216	NORMAL		•	•				•				
ADD CAR(S) NOT PRETESTED 221A	NORMAL	•		•	•	• #		•		• #		• #
ADD SOLID BLOCK OF PRETESTED CARS 221B			•	•		• #				• #		• #
CUT OFF RECOUPLED SAME LOCO & TRAIN 219			•							• #		• #
CUT OFF CARS, CHANGE LOCO. &/OR CABOOSE 220	•			•		• #				• #		• #
TRANSFER & YARD LESS THAN 20 MILES 222A		•		•			•					
LOCOMOTIVE ON AFTER YARD AIR TEST 215			•	•			•			•		

IF AVAILABLE, REAR OF TRAIN DEVICE MUST BE USED BY REDUCTION AND INCREASE OF BP A MINIMUM OF 5 PSI



Red River Valley & Western Railroad Addresses and Telephone Numbers

Corporate Office

P. O. Box 608
Wahpeton, ND 58074
1-800-747-4920
(701) 642-8257

Breckenridge Operations

Minnesota & Fifth Street South
Breckenridge, MN 56520
1-800-747-4919
(218) 643-4994
(701) 280-7337
Dispatcher office only:
(701) 280-7338
MW (218) 643-1532

Carrington Operations

750 Fourth Avenue South
Carrington, ND 58421
(701) 652-2152
(701) 652-2707 (MOW Dept.)

Kindred

P.O. Box 246
Kindred, ND 58051
(701) 428-3323

LaMoure

P.O. Box 707
LaMoure, ND 58458
(701) 883-2484

Facsimile Machine Locations and Numbers

Breckenridge, MN . . .	(218) 643-4980	Wahpeton, ND	(701) 642-3534
Dispatcher	(218) 643-6708	LaMoure, ND	(701) 883-5823
MW-Breckenridge . . .	(218) 643-1655	Carrington, ND	(701) 652-2248
Car Repair	(218) 643-2423	Kindred, ND	(701) 428-3355

All employees are responsible to see that:

- X** They clearly understand the work to be done,
- X** The work is carried out according to the job briefing or modified when conditions change,
- X** Equipment used in the performance of the task, such as PPE, communications devices (railroad radio, lantern, fuses, torpedoes,

flags) and various drawbar adjustment tools are inspected prior to use to ensure they are in safe working condition,

- X** They make a personal commitment to work safely through the shift and look out for the safety of co-workers, and,
- X** They STOP and clarify when they are unsure about the safety of their actions.

MAKE TODAY A SAFE DAY