

Red River Valley & Western Railroad Addresses and Telephone Numbers

Corporate Office

P. O. Box 608
Wahpeton, ND 58074
1-800-333-4920 (WATS)
(701) 642-8257 (Commercial)

Breckenridge Operations

Minnesota & Fifth Street South
Breckenridge, MN 56520
1-800-333-4919 (WATS)
(218) 643-4994 (Commercial)

Carrington Operations

800 South Fourth Street
Carrington, ND 58421
(701) 652-2152 (Commercial)

Officers

Albrecht, Cynthia Y., Mgr. — Operations/Administration
Galer, Chuck — Chief Mechanical Officer
Keogh, Dan C., Mgr. — Transportation
Mehlhouse, Al Road Foreman, Carrington
Trudell, Sharon, Mgr. — Customer Service

Facsimile Machine Locations and Numbers

Breckenridge, MN (218) 643-4980
Wahpeton, ND (701) 642-3534
LaMoure, ND (701) 883-5823
Carrington, ND (701) 652-2248
Kindred, ND (701) 428-3355

Maybe you can beat
the train.

Maybe you're
dead wrong.

Operation Lifesaver

public service message

1-800-932-8890 or 223-6372



TIMETABLE & SPECIAL INSTRUCTIONS NO. 3



IN EFFECT AT 0200
CONTINENTAL CENTRAL DAYLIGHT
SAVINGS TIME
SUNDAY, JULY 1, 1990

KENT SHOEMAKER
CHAIRMAN & CEO

DENNIS W. McLEOD
EXECUTIVE VICE PRESIDENT

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**Look, Listen ...
... and Live!**



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

FIRST SUBDIVISION

	MILE POST LOCATION	STATIONS		DISTANCE FROM EAST BRECKENRIDGE	
WESTWARD	212.32	EAST BRECKENRIDGE	Y	0.0	EASTWARD
	----- 2.4 -----				
	214.7	BRECKENRIDGE	BTY CTC	2.4	
	----- 0.5 -----				
	215.2	BOIS DE SIOUX BRIDGE	Y	2.9	
	----- 0.6 -----				
	215.8	WAHPETON	Y	3.5	
	----- 0.7 -----				
	216.5	OAKES JCT.	JY	4.2	
	----- 0.1 -----				
216.6	WAHPETON JCT.	JY	4.3		
0.0					
----- 7.6 -----					
7.6	BRUSHVALE	Y ABS	11.9		

- RRVW radio channels 1, 2, and 3 are in service on this subdivision.
- This subdivision extends eastward from MP 8.0 Brushvale to MP 212.32 East Breckenridge. CTC rules are in effect between MP 216.6 Wahpeton Jct. and MP 212.32 East Breckenridge.
- Rollby 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.
- Red River Valley and Western trains may operate between MP 0.0 – Wahpeton Jct. and MP 8.0 – Brushvale when authorized according to rule.
- 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 trains unless otherwise authorized by Breckenridge Operations Officer on duty. South Main is a controlled siding; Rule 105 applies. Do not exceed 10 MPH on South Main.
- Breckenridge Yard** — Close clearance along east 400 feet of track No 12.
- Speed limit through No 20 turnout at Wahpeton Jct. 25 MPH
- Rule 93** - Yard limits in effect from MP 212.32 to MP 216.6 and from MP 0.0 to MP 8.0

THIRD SUBDIVISION

	MILE POST LOCATION	STATIONS	LENGTH OF PASSING TRACK		DISTANCE FROM OAKES JCT.	
WESTWARD ↓	76.5	OAKES JCT.		JY	0.0	↑ EASTWARD
	88.6	MOORETON	12.1		12.5	
	94.6	BARNEY	5.9		18.4	
	101.1	WYNDMERE	6.2	M	24.6	
	110.9	DELAMERE	9.8		34.4	
	117.0	MILNOR	6.1		40.5	
	122.5	HOVING	5.5		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		73.4	
	15.4		15.4			
	0.0	INDEPENDENCE		JTY	88.8	

1. RRVW radio channels 1, 2, 3, and 4 are in service on this subdivision.
2. **Speed Restriction Zones**
 Mooreton — between MP 88.3 and MP 89.0 10 MPH
 Wyndmere — Soo Line crossing at MP 101.0 10 MPH
 Oakes — between MP 148.4 and MP 149.9 10 MPH
 Oakes — between MP 15.4 and MP 14.0 10 MPH
3. Item 1A (**Special Instructions** — All Subdivisions) applies between MP 76.5 and MP 117.0 between Oakes Jct. and Milnor and 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 Oakes: Wye switches are lined for through movement on the RRVW main line between Crete and Independence.
 At Independence: Wye switch on the third subdivision is lined for movement to the west leg of the wye.
6. **Rule 93 - 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.

FOURTH SUBDIVISION

	MILE POST LOCATION	STATIONS	LENGTH OF PASSING TRACK		DISTANCE FROM HORACE	
WESTWARD ↓	9.5	HORACE			0.0	↑ EASTWARD
	18.2	DAVENPORT	8.8	AJ	8.8	
	24.3	WOODS	6.0		14.8	
	28.0	LEONARD	3.7		18.5	
	40.4	SHELDON	12.4		30.9	
	43.0	RANSOM JCT.	2.6	AJ	33.5	
	49.5	BUTZVILLE	6.5		40.0	
	55.2	LISBON	5.7		45.7	
	62.8	ELLIOTT	7.7		53.4	
	67.7	ENGLEVALE	4.7		58.1	
	75.6	VERONA	7.9		66.0	
	81.7	INDEPENDENCE	7.9	YJT	72.2	
	87.0	LaMOURE	6.2	JY	77.5	
	97.1	BERLIN	10.1		87.6	
	106.8	EDGELEY JCT.	9.8	T	97.4	
	107.9	EDGELEY	1.1	Y	98.5	

1. RRVW radio channels 1, 2, 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
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: Second subdivision junction switch is lined for through movement on the fourth subdivision.
 At Independence: East wye switch is lined for through movement between the RRVW third and fourth subdivisions. Rule 98 (A) does not apply at Independence. Stop sign for westward trains located at MP 81.8
 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. **Horace** — Trackage between MP 9.0 east of Horace and MP 10.0 Horace is considered industrial track. Rule 105 applies.
6. **Ransom Jct.** — Movements over Soo Line Railroad trackage between RRWV 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 (414) 274-8268.
7. **Rule 93 - 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.

FIFTH SUBDIVISION

	MILE POST LOCATION	STATIONS	LENGTH OF PASSING TRACK		DISTANCE FROM CASSELTON	
WESTWARD	0.0	CASSELTON		JY	0.0	EASTWARD
	12.3	EMBDEN	12.7		12.7	
	18.6	ALICE	6.3		19.0	
	27.3	LUCCA	8.7	AJ	27.7	
	40.7	KATHRYN	13.5		41.2	
	47.3	HASTINGS	6.6		47.8	
	52.5	LITCHVILLE	5.2		53.0	
	60.3	MARION	7.7	T	60.7	

1. RRWV radio channels 1, 2, and 4 in service on this subdivision.
2. **Speed Restriction Zones**
 Between Casselton and Lucca 10 MPH
 Lucca — between absolute signals of interlocking 10 MPH
 Hastings — between MP 47.1 and MP 47.2 10 MPH
3. Item 1A (**Special Instructions** — All Subdivisions) applies between MP 0.0 and MP 60.3 located between Casselton and Marion.
4. **Casselton** — RRWV trains crossing from fifth subdivision to second subdivision must use DTMF encoder No. 53 to contact Burlington Northern (District 6) dispatcher.

5. **Lucca** — Movements over Soo Line Railroad trackage between RRWV 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 (414) 274-8268.
6. **Marion** — Trackage between MP 59.4 and MP 60.3 is considered industrial trackage. Rule 105 applies
7. **Rule 93 - Yard limits in effect at:**
 Casselton - Between MP 0.0 and MP 0.9 located between Casselton and Embden.

SIXTH SUBDIVISION

	MILE POST LOCATION	STATIONS	LENGTH OF PASSING TRACK		DISTANCE FROM LaMOURE	
WESTWARD	48.5	LaMOURE		YJ	0.0	EASTWARD
	41.2	GRAND RAPIDS	7.7		7.7	
	32.6	DICKEY	8.5		16.2	
	26.4	ADRIAN	6.3		22.5	
	19.0	MONTPELIER	7.4	TWC	29.9	
	13.0	YPSILANTI	6.1		36.0	
	0.0	JAMESTOWN	12.7	JTY	48.7	

1. RRWV radio channels 1, 2, and 4 in service on this subdivision.
2. Item 1A (**Special Instructions** — All Subdivisions) applies between MP 48.5 and MP 0.0 between LaMoure and Jamestown.
3. **Rule 93 - Yard limits in effect at:**
 LaMoure - Between MP 48.5 and MP 48.0 located between LaMoure and Grand Rapids.

 Jamestown - Between MP 2.0 and MP 0.0 located between Jamestown and Ypsilanti (BN yard limits).

SEVENTH SUBDIVISION

	MILE POST LOCATION	STATIONS	LENGTH OF PASSING TRACK		DISTANCE FROM JAMESTOWN	
	0.0	JAMESTOWN		JTY	0.0	
		-----13.5				
W	12.2	BUCHANAN	1720		13.5	↑
E		-----7.9				
S	20.1	PINGREE		YJT	21.4	E
T		-----22.4				A
W	42.5	CARRINGTON		Y ABJT	43.8	S
A		-----8.3				T
R	50.8	BARLOW			52.1	W
D		-----7.7		TWC		A
↓	58.5	NEW ROCKFORD		JT	59.8	R
		-----11.1				D
	69.6	SHEYENNE			70.9	
		-----8.7				
	78.3	OBERON		YJT	79.6	
		-----11.3				
	89.6	MINNEWAUKAN			90.9	

1. RRVW radio channels 1, 2, 4, and 5 in service on this subdivision.
2. **Speed Restriction Zones**
 Soo Line Crossing — MP 43.2 10 MPH
 New Rockford — between Mp 58.5 and MP 59.0 5 MPH
 Between Mp 16.0 — Maddock and MP 28.1 — Esmond 10 MPH
 Between MP 78.3 — Oberon and MP 89.6 — Minnewaukan 10 MPH
3. Item 1A (**Special Instructions** — All Subdivisions) applies between MP 0.0 and MP 78.3 between Jamestown and Oberon.
4. **Sheyenne** — Dock track is out of service. Switch is spiked.
5. Trackage between MP 78.3 — Oberon and MP 89.6 — Minnewaukan is considered industrial track and is excepted track FRA Standard 213.4, see Special Instructions — All Subdivisions item 2. Rule 105 applies between Oberon and Minnewaukan.
6. **Rule 93 - Yard limits in effect at:**
 Jamestown - Between MP 0.0 and MP 0.6 located between Jamestown and Buchanan (BN yard).

 Pingree - Between MP 19.5 and MP 21.0 located between Buchanan and Carrington.

 Carrington - Between MP 41.5 and MP 43.5 located between Pingree and Barlow on the Seventh Subdivision and between MP 0.0 and Mp 1.0 located between Carrington and Sykeston on the Ninth Subdivision.

 Oberon - Between MP 78.1 and MP 78.3 located between Sheyenne and Oberon.

7. Trackage between Oberon and Esmond is considered industrial track. Rule 105 applies between Oberon and Esmond.

Locations on Oberon - Esmond Track

Oberon MP 0.0
 Maddock MP 15.4
 Esmond MP 28.1

8. Trackage between MP 16.0 and MP 28.0 between Maddock and Esmond is excepted track FRA Standard 213.4 (see Special Instructions - All Subdivisions Item 2).

EIGHTH SUBDIVISION

	MILE POST LOCATION	STATIONS	LENGTH OF PASSING TRACK		DISTANCE FROM PINGREE	
	0.4	PINGREE		YJT	0.0	
		-----20.5				
W	20.5	WOODWORTH			20.5	↑
E		-----11.4				
S	31.9	PETTIBONE			31.9	E
T		-----4.8				A
W	36.7	LAKE WILLIAMS			36.7	S
A		-----8.4		TWC		T
R	44.7	ROBINSON			45.1	W
D		-----10.0				A
↓	54.6	TUTTLE			55.1	R
		-----14.0				D
	68.6	WING			69.1	
		-----12.1				
	80.7	REGAN			81.2	

1. RRVW radio channels 1, 2, 4, and 5 in service on this subdivision (see Special Instructions).
2. **Speed Restriction Zones**
 Between MP 0.4 — Pingree and MP 81.3 Regan 10 MPH
3. Trackage between MP 0.4 and MP 80.0 between Pingree and Regan is excepted track FRA Standard 213.4, see Special Instructions — All Subdivisions item 2.
4. **Regan** — Trackage between MP 80.0 and MP 81.3 is considered industrial track; Rule 105 applies.
5. **Rule 93 - Yard limits in effect at:**
 Pingree Between MP 0.0 and MP 1.0 located between Pingree and Woodworth.

NINTH SUBDIVISION

MILE POST LOCATION	STATIONS	LENGTH OF PASSING TRACK		DISTANCE FROM CARRINGTON
0.0	CARRINGTON		Y BJT	0.0
12.6	SYKESTON	13.0		13.0
27.3	BOWDON	14.7		27.7
37.9	HURDSFIELD	10.6		38.3
47.3	GOODRICH	9.4	TWC	47.7
62.9	McCLUSKY	15.6		63.3
75.8	MERCER	13.0		76.3
85.0	TURTLE LAKE	8.6	T	84.9

- RRVW radio channels 1, 2, 4, and 5 in service on this subdivision (see Special Instructions).
- Speed Restriction Zones**
Between MP 0.0 — Carrington and MP 85.0 — Turtle Lake..... 10 MPH
- Trackage between MP 6.0 and MP 85.0 between Carrington and Turtle Lake is excepted track FRA Standard 213.4; see Special Instructions — All Subdivisions item 2.
- Rule 93 - Yard limits in effect at:**
Carrington - Between MP 0.0 and MP 1.0 located between Carrington and Sykeston on the Ninth Subdivision and between MP 41.5 and MP 43.5 located between Pingree and Barlow on the Seventh Subdivision.

IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:

- Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
- Determine status of train and promptly notify operations officer. If fire or large vapor cloud is present, move to safety — generally upwind and to higher ground — and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
 - portion of train involved;
 - initial and number of cars involved;
 - name, hazard class, UN/NA number of commodities involved in accident;
 - any hazardous materials in proximity of accident;
 - precautions to take, to protect yourself and others.

YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT

- Inform other crew members what material is involved, what hazards may be present and what precautions to take.
- If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise operations officer of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fusees. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

Give operations officer as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hold in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, 1/2" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

- Select a safe location, accessible to arriving emergency response personnel, where Transportation Specialist - In Charge or other crew will meet them with the waybills, consist and emergency response data. Advise operations manager and all crew members of this location.
- Cooperate with response personnel. crew member holding way bills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

Chemtrec Telephone #: 1-800-424-9300

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

EXCERPTS FROM D.O.T. REGULATIONS

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

DEFINITIONS

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

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

DOCUMENTATION

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

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

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

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

- (a) Each waybill, switching ticket, switching order or shipping order used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.
- (b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switch order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:
 - (1) The shipping description consisting of—
 - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
 - (ii) The hazard class specified for the material in the same table;
 - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
 - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;
 - (2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.
 - (3) The placard notation, specified in the table in § 174.25(a)
 - (4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.
- (c) The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words, "RESIDUE: Last contained * * *", followed by the basic description of the hazardous material last contained in the tank car and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Petroleum Naptha, Combustible liquid, UN 1255, Placarded: COMBUSTIBLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.

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

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

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

PLACARDING

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

SWITCHING AND TRAIN PLACEMENT

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

INSPECTION

§ 174.8

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

§ 174.9 **Inspection of tank cars.**

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

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

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

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

Federal Railroad Administration Presumption of Impairment Notice:

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample was taken). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test.

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

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

A complete copy of the Federal regulation is available for your review at the Red River Valley and Western Breckenridge and Wahpeton offices. Red River Valley and Western rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not the Company's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenance of Way.

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

1. **Speed Restriction All Subdivisions**

Maximum speed permitted	25 MPH
Movements on other than main track	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.

- 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 coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.
2. **Excepted Track FRA Standard 213.4**

Where individual subdivision special instructions specify "excepted track FRA Standard 213.4; see special instructions item 2" the following will apply:

 1. No trains operate in excess of 10 MPH.
 2. No revenue passenger trains operate.
 3. No freight trains shall be operated that contain more than 5 cars that are required to be placarded by the hazardous material regulation.
3. **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.
- 3A. **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 care or special shipment must be accompanied by a movement authorization message issued by Breckenridge Operations.
 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. Breckenridge Operations must issue appropriate message when dimensional shipments restrict opposing trains and confirm message received.

5. 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.
6. Train crews must notify Soo Line Railroad dispatcher of high-wide loads before obtaining a track warrant.

4. 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.

5. 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.

6. Home Terminals

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

7. 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:

- Channel 1 Local Switching
- Channel 2 Breckenridge Operations - Road Channel
- Channel 3 Breckenridge Operations - Road Channel
- Channel 4 Breckenridge Operations - Road Channel
- Channel 5 Breckenridge Operations - Road Channel
- Channel 6 Burlington Northern Railroad
- Channel 7 Soo Line Railroad

All trains will monitor channels 1, 2, 3, 4, and 5. Channels 2, 3, 4, and 5 transmitters and receivers are located on the following towers:

- Channel 1 Breckenridge, MN
- Channel 2 Veblen, SD and Hurdsfield, ND
- Channel 3 Breckenridge, MN
- Channel 4 Spiritwood, ND
- Channel 5 New Rockford, ND

Channel 2, Hurdsfield, will be in service on the eighth and ninth subdivisions. The Hurdsfield Tower will relay to Breckenridge Operations through the New Rockford Tower (Channel 5).

8. Rule Books in Effect

The following rule books are in effect on the Red River Valley and Western Railroad:

General Code of Operating Rules, Second Edition, effective October 29, 1989. Air Brake and Train Handling Rules, BN Form 15338, Revised 10/29/89. RRVW Safety Rules and General Rules.

9. Certificate of Rules Examination

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

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

Safety Rules and General Order Rules Changes and Additions

Definition — FRA Standard 213.4 - Excepted Track

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

Definition - Restricted Speed - change to read

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

Rule G- change to read

The use of alcoholic beverages, intoxicants, narcotics, marijuana, or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited. Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana, or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule P - change to read

Where the following terms appear, they will apply as follows:
Control Operator — to an employee assigned to operate a CTC or interlocking machine and to Breckenridge Operation Officers.

Rule 6 (A) - explanation of characters:

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

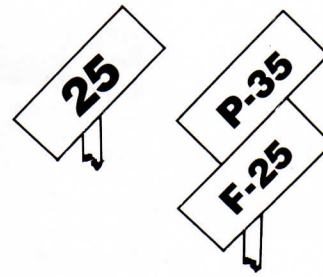
Rule 10 (E) - following paragraphs are added:

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

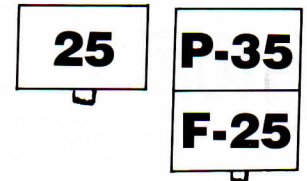
The "Advance Warning Sign" will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a "Resume Speed Sign" or another "Speed Sign" is displayed. At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

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

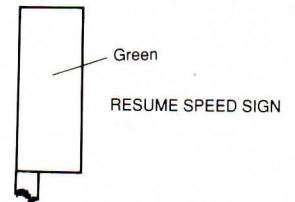
ADVANCE WARNING SIGN



SPEED SIGN



NOTE:
Advance Warning Sign and Speed Sign have yellow background and black letters and/or numbers.



Rule 99 - all subdivisions

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

Rule 102 - the following paragraph is added:

In caboosless train operation, 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 103 (F) - Blocking Public Crossings

State of Minnesota — "Blockage of Roads", State Law M.S.A. 219.383 — Subd: "No railway corporation shall permit public road or streets crossing a railroad track to be closed for traffic by a standing train for a period longer than ten (10) minutes unless and only in event of some unforeseen mechanical difficulty."

State of North Dakota law requires that where there is an alternative of using a crossing with signals or inactive signals, in that event, "where feasible," the railroad shall block or obstruct the crossing within active signals rather than the adjacent crossing with active signals.

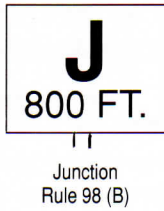
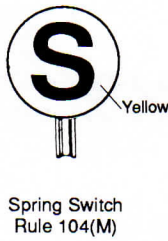
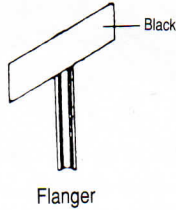
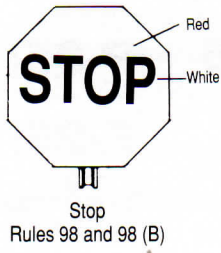
A crossing may be blocked only ten (10) minutes, with the following six exceptions:

1. When necessary to comply with safety signals affecting the safety of the movement of trains;
2. When necessary to avoid striking any object or person on the track;
3. When the train is disabled, by accident or otherwise;
4. When the train is in motion except when engaged in switching operations;
5. When there is no vehicular traffic waiting to use the crossing; or
6. When necessary to comply with a government statute or regulation.

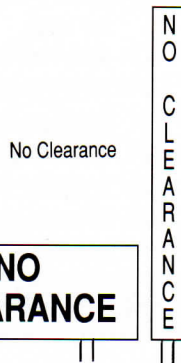
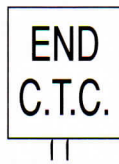
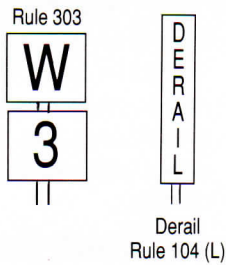
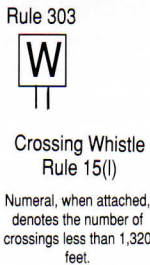
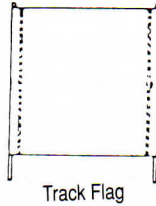
Any person who violates this section is guilty of an infraction. The provisions of this section do not apply to cities which have on the date of such obstruction ordinances covering this same subject matter.

SIGNS

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



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



SIGNAL ASPECTS AND INDICATIONS

DISTANT SIGNALS		
Aspects of Color Light and Semaphore Signals	Name	Indication
	DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) 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.
	RESTRICTED PROCEED	Proceed at restricted speed.
	STOP	Stop.

To indicate number plate;
 To indicate flashing light;

To indicate color light signal head;
 To indicate position of semaphore arm.

RAIL-HIGHWAY GRADE CROSSING ACCIDENT

DERAILMENT/ACCIDENT REPORT

Directions: Employee shall complete all applicable sections on front and back sides.

Directions: Employee shall complete all applicable sections on front and back sides.

GENERAL

Date of Accident:	Time of Accident (2400 hours):		
Location of Accident:			
a. Station	b. State	c. Specify Exact Location	d. Milepost
Explanation of How Accident Occurred:			

OPERATING DATA

Train No.	Engine Nos:	Speed of Train: <input checked="" type="checkbox"/> Estimated MPH <input type="checkbox"/> Recorded
Direction:	Cars In Train: lds mtys	No. of Hazardous Material Cars
Weather: (cldy, clear, etc.)	Temperature:	Visibility (dawn, dark, etc.)
Type of Track: (main, yard, siding, or industry)		

CREW

Position	Name	Time on Duty
a. Transp. Specialist/Locomotive		hrs. mins.
b. Transp. Specialist/In Charge		hrs. mins.
c. Transportation Specialist		hrs. mins.

INJURIES

Name:	Name:
Address:	Address:
Age:	Age:
Extent of Injury:	Extent of Injury:
Employee: <input type="checkbox"/> On Duty <input type="checkbox"/> Off Duty	Employee: <input type="checkbox"/> On Duty <input type="checkbox"/> Off Duty
Medical Aid: (by whom, where, etc)	Medical Aid: (by whom, where, etc)

Witness (name and address and phone #):

Witness (name, address & phone #):

Time and Date Filed: Location Filed: Signature: Title:

Type of Highway User:			
<input type="checkbox"/> Automobile	<input type="checkbox"/> Bus	<input type="checkbox"/> Pedestrian	<input type="checkbox"/> Gasoline Transport
<input type="checkbox"/> Truck	<input type="checkbox"/> School Bus	<input type="checkbox"/> Bicycle	<input type="checkbox"/> Other
<input type="checkbox"/> Truck-Trailer	<input type="checkbox"/> Motorcycle	<input type="checkbox"/> Farm Vehicle	
Occurrence Code:			
<input type="checkbox"/> 601-Pedestrian Struck by Train	<input type="checkbox"/> 604-Pedestrian Ran Into Train		
<input type="checkbox"/> 602-Motor Vehicle Struck by Train	<input type="checkbox"/> 605-Motor Vehicle Ran Into Train		
<input type="checkbox"/> 603-Other Vehicle, Machine, or Animal Struck by Train	<input type="checkbox"/> 609-Other Accident at Rail-Highway Grade Crossing Site		
Direction of Highway User:	Speed of Highway User:	Driver In Vehicle:	
<input type="checkbox"/> North <input type="checkbox"/> East	MPH	<input type="checkbox"/> Yes	
<input type="checkbox"/> South <input type="checkbox"/> West		<input type="checkbox"/> No	
Position of Highway User:			
<input type="checkbox"/> Stalled on Crossing <input type="checkbox"/> Stopped on Crossing <input type="checkbox"/> Moving Over Crossing			
Motorist Action:			
<input type="checkbox"/> Drove Around or Through Gates		<input type="checkbox"/> Did Not Stop	<input type="checkbox"/> Unknown
<input type="checkbox"/> Stopped and Then Proceeded		<input type="checkbox"/> Other	
Second Train Involved:	Motorist Passed Standing Vehicle:	DOT Crossing No.	
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown		
If Vehicle Struck Train, Furnish:			
a. Car Initial & No.		Year of Vehicle:	
b. Position in Train		Make of Vehicle:	
		Model of Vehicle:	
Road Condition:		Road Surface Type:	
<input type="checkbox"/> Dry <input type="checkbox"/> Icy	<input type="checkbox"/> Asphalt	<input type="checkbox"/> Gravel	
<input type="checkbox"/> Wet <input type="checkbox"/> Snow Packed	<input type="checkbox"/> Concrete	<input type="checkbox"/> Dirt	
Owner of Vehicle:		Disposition of Vehicle (if known):	
Address of Owner:			
Phone Number: ()			
Driver's Condition:		No. of Occupants Fatal:	
<input type="checkbox"/> Fatally Injured	<input type="checkbox"/> Uninjured (non-rep)	No. of Occupants Injured	
<input type="checkbox"/> Injured (rep FRA)	<input type="checkbox"/> Unknown	(include driver)	
Hazardous Materials:			
<input type="checkbox"/> Highway User Transporting		<input type="checkbox"/> Both Transporting	
<input type="checkbox"/> Rail Consist Transporting		<input type="checkbox"/> Neither Transporting	
Whistle Sounded:	Bell Ringing:	Headlight:	
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> On <input type="checkbox"/> Off <input type="checkbox"/> N/A	
Highest Level of Crossing Protection:			
<input type="checkbox"/> Gates		<input type="checkbox"/> Audible Warning	<input type="checkbox"/> Flagged by Crew
<input type="checkbox"/> Standard Flashing Lights		<input type="checkbox"/> Crossbucks Only	<input type="checkbox"/> Other
<input type="checkbox"/> Highway Traffic Signals		<input type="checkbox"/> Stop Signs	<input type="checkbox"/> None
Location of Signals:			
<input type="checkbox"/> Both Sides of Crossing		<input type="checkbox"/> Side of Vehicle Approach	<input type="checkbox"/> Side Opposite Vehicle
Protection Operating:		Crossing Illuminated:	Type of Crossing: <input type="checkbox"/> County
<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No		<input type="checkbox"/> Private <input type="checkbox"/> City
			<input type="checkbox"/> U.S. <input type="checkbox"/> State
View Restricted:			
<input type="checkbox"/> Permanent Structure	<input type="checkbox"/> Passing Train	<input type="checkbox"/> Vegetation	<input type="checkbox"/> Other
<input type="checkbox"/> Standing Railroad Equipment	<input type="checkbox"/> Topography	<input type="checkbox"/> Highway Vehicle	
<input type="checkbox"/> Not Obstructed			

GENERAL

Date of Accident:	Time of Accident (2400 hours):		
Location of Accident:			
a. Station	b. State	c. Specify Exact Location	d. Milepost
Explanation of How Accident Occurred:			

OPERATING DATA

Train No.	Engine Nos:	Speed of Train: (Estimated) MPH
Direction:	Cars In Train: lds mtys	No. of Hazardous Material Cars
Weather: (cldy, clear, etc.)	Temperature:	Visibility (dawn, dark, etc.)
Type of Track: (main, yard, siding, or industry)		

CREW

Position	Name	Time on Duty
a. Transp. Specialist/Locomotive		hrs. mins.
b. Transp. Specialist/In Charge		hrs. mins.
c. Transportation Specialist		hrs. mins.

INJURIES

Name:	Name:
Address:	Address:
Age:	Age:
Extent of Injury:	Extent of Injury:
Employee: <input type="checkbox"/> On Duty <input type="checkbox"/> Off Duty	Employee: <input type="checkbox"/> On Duty <input type="checkbox"/> Off Duty
Medical Aid: (by whom, where, etc)	Medical Aid: (by whom, where, etc)

Time and Date Filed: Location Filed: Signature: Title:

CARS DERAILED: IN SEQUENCE FROM HEAD END

Car Initial	Car Number	Contents	Origin Station
1.			
2.			
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			
21.			
22.			
23.			
24.			
25.			

TRACK AND TIME LIMITS

RED RIVER VALLEY & WESTERN RAILROAD

Location _____ Date _____

Number _____ Issued to _____

This is an authority to move on _____ TRACK(S)

between _____ and _____

from _____ m. until _____ m.

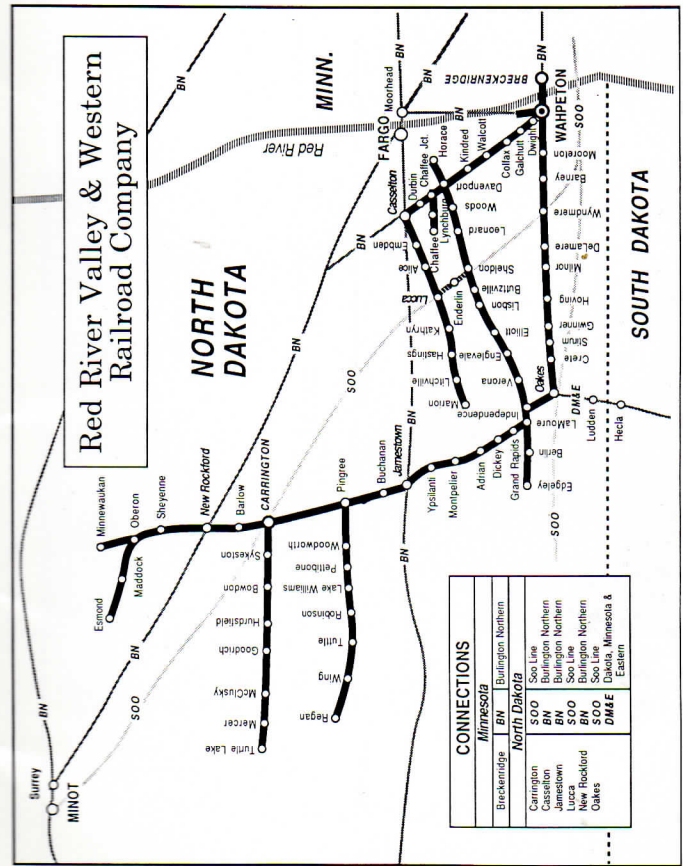
In same or overlapping limits with _____ TRAIN(S) OR ENGINE(S)

between _____ and _____

_____ TRAIN DISPATCHER

28

WATCH OUT FOR TRACK CARS OR ON-TRACK EQUIPMENT



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	INITIAL TERMINAL Z14	NORMAL	CHARGE SYSTEM WITHIN 15 PSI OF REGULATING VALVE	CHARGE SYSTEM TO NOT LESS THAN 60 PSI	NO CHARGE IN BRAKE SYSTEM	BRAKES APPLY		BRAKES RELEASED		BRAKE PIPE LEAKAGE TEST	BRAKE PIPE PRESSURE BEING RESTORED
						REAR CAR PICKED UP	ENTIRE TRAIN	REAR CAR PICKED UP	ENTIRE TRAIN		
1,000 MILE Z16											
ADD CAR(S) NOT PRETESTED Z21A							#				#
ADD SOLID BLOCK OF PRETESTED CARS Z21B							#				#
CUT OFF											
CUT OFF CARS, LOCOMOTIVE & OR CABOOSE Z20							#				#
TRANSFER & YARD LESS THAN 20 MILES Z22A											
LOCOMOTIVE ON YARD AIR TEST Z15											

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

IMPACT FORCE TABLE

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

Rule 103 (G) Switching Safely and Efficiently:

Employees performing switching must do so efficiently and in a manner which will avoid personal injury, damage to contents of cars, equipment, structures or other property.

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
20	3	0
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

