

Before the
SURFACE TRANSPORTATION BOARD

Finance Docket No. 35068

SOO LINE RAILROAD COMPANY D/B/A CANADIAN PACIFIC RAILWAY
—ACQUISITION AND OPERATION EXEMPTION—
BNSF RAILWAY COMPANY

BNSF's New Century Ag Service Proposal

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I. Introduction and Summary

Pursuant to a decision issued by the Surface Transportation Board (the “Board”) in this proceeding, served on December 29, 2020, BNSF Railway Company (“BNSF”) hereby notifies the Surface Transportation Board (“the Board”) that, despite BNSF’s best efforts, BNSF and Soo Line Railroad Company d/b/a Canadian Pacific Railway (“CP”) could not reach an agreement on a joint proposal regarding a service plan for New Century Ag (“NCA”).

Given that BNSF and CP could not agree on a joint proposal, BNSF presents here what it believes is the most efficient and cost-effective means by which to provide NCA with the BNSF unit train service that NCA has requested. BNSF proposes that BNSF and CP expand their current haulage arrangement to allow for interchange of unit trains at Minot, ND, in addition to the manifest traffic interchanged there today.

BNSF takes no position with respect to the merits of CP’s legal arguments in the Petition for Reconsideration filed in this proceeding on February 8, 2021 (“CP Petition”). Instead, BNSF provides the Board with its views as to how BNSF and CP could satisfy the Board’s direction for BNSF and CP to provide NCA “with a level of service commensurate with the broad representations underlying” the

Board's *2007 Decision*¹ in this proceeding, and fully address the Board's competitive concerns, with the least amount of disruption, cost, and delay to all interested parties. *Soo Line R.R.—Acquis. & Operation Exemption—BNSF Ry. (Reopening Decision)*, FD 35068, slip op. at 6 (STB served Dec. 29, 2020).

Attached to this petition is the Verified Statement of Olivia Power, Director of Contracts and Joint Facilities ("Power V.S."), describing BNSF's NCA service proposal in further detail.

II. The Board's Reopening Decision and BNSF/CP Negotiations.

On December 29, 2020, the Board granted NCA's petition to reopen, noting that "it appears that CP has interpreted the *2007 Decision* and the Haulage Agreement not to maintain competition, but rather to restrict competitive service." *Reopening Decision*, slip op. at 6. The Board further directed CP and BNSF to "engage in negotiations and inform the Board how NCA will be provided with a level of service commensurate with the broad representations underlying the Board's *2007 Decision*." *Id.* The Board set a deadline of March 1, 2021, for CP and BNSF to "either submit their proposal to the Board or notify the Board that no agreement could be reached." *Id.*

After the issuance of the *Reopening Decision*, BNSF and CP met multiple times and exchanged written proposals in attempt to agree upon a joint proposal for a service plan to NCA. Without discussing the details of these confidential settlement negotiations, BNSF believes that the parties were principally divided over the need to make significant and costly capital improvements to existing rail facilities in order to interchange between BNSF and CP unit trains going to/from NCA. BNSF believes that the parties can satisfy the Board's order and NCA's requests for BNSF unit train service by using existing infrastructure. CP does not.

¹ *Soo Line R.R.—Acquis. & Operation Exemption—BNSF Ry. (2007 Decision)*, FD 35068 (STB served Sept. 7, 2007).

III. Proposal for BNSF unit train service to NCA.

A. Interchange of unit trains at Minot between BNSF and CP is the most efficient, timely, and least disruptive means by which to provide NCA with BNSF unit train service.

BNSF believes that the most efficient, cost-effective, and timely means by which to provide the unit train service requested by NCA is through an expansion of the existing BNSF/CP haulage arrangement to allow for the interchange of unit trains in Minot, in addition to the manifest traffic that the two carriers interchange there today.²

Ms. Power explains that the interchange of unit trains in Minot would look much like the BNSF/CP interchange operations at Minot that have taken place over more than a decade for manifest traffic. The interchange would occur via a “reverse movement” whereby the unit train with one locomotive at each end would efficiently move between the BNSF line and CP line in a seesaw-like manner. *See Power V.S. at 1, Appendix A.* This movement would consist of a coordinated direct handoff with advance notification provided by BNSF and CP that would allow for the CP and BNSF crews to be available for an immediate, direct hand-off between the carriers. *See id. at 1, 3-4.* If a crew were not available on a loaded or empty move, BNSF would hold the train nearby in BNSF’s Old Yard or Gavin Yard until a crew is available. *Id. at 3.* Alternatively, BNSF could bring the unit train onto CP’s line and hold it on CP’s Minot Yard 13,860-foot siding until CP’s crew is available. *Id. at 3, Appendix B.*³

CP states that such a unit train interchange would be “impractical” given CP’s capacity limitations in and around Minot. *See CP Petition at 14.* Specifically,

² BNSF anticipates that the current volume of BNSF manifest traffic to NCA would be reduced, as a portion of that manifest traffic is consolidated into unit train service.

³ Additionally, there are three sidings at Foxholm, Baden, and Spiral which could be used for other mainline movement in which a meet/pass could occur, if needed. *See Power V.S. at 3 n.3.*

CP claims that a unit train interchange at Minot would disrupt its mainline operation, interfere with its “ability to meet its common carrier obligation to other customers in and around Minot and beyond, and would also raise safety concerns.” *Id.* Ms. Power explains, however, that at current NCA traffic levels, this movement would occur only one or two times per month and is practical and safe. *See Power V.S. at 2.* In fact, BNSF and CP make a similar movement today at the same location to interchange manifest traffic, albeit with less cars than a unit train. BNSF and CP also regularly make similar interchange movements across their networks.

CP makes several other assertions regarding the impracticability of unit trains interchanging at Minot. *See CP Petition at 14 n.15.* First, CP says that in order to interchange cars from NCA, CP must:

[S]it on its mainline east of the BNSF double mainline and wait for BNSF, which controls the diamond, to authorize CP to cross. Once across, the train must again sit on CP’s single mainline in downtown Minot for a window from BNSF to shove, or if there is distributed power, pull back on to BNSF’s mainline.

Id. However, with sufficient notice, Ms. Power explains that BNSF’s dispatch team will have the ability to ensure that these moves get prioritized through the interlocker, reducing any waiting time. *See Power V.S. at 1-2.* BNSF would also use locomotives located at each end of the unit train to further improve the efficiency of the reverse movement. *Id. at 2 n.2.*

CP also contends that a unit train interchange movement at Minot would require a crew member to “make his/her way (over a mile and a half in the case of a unit train) to the back end for the move on to BNSF’s line” and that once the move is completed, the “CP crew member must then walk to the front of the train before the train can pull forward to BNSF’s yard.” *CP Petition at 14 n.15.* CP estimates

that the total interchange process could take one to four hours. CP Petition at 14 n.15.

Ms. Power describes how BNSF's proposal defuses any such concerns. BNSF intends for its own crew to assist with the reverse movement and BNSF will provide van service to CP crew members as necessary. *See Power V.S.* at 2 n.2, 3. Moreover, the CP conductor would not need to walk the length of the train to access the rear-end locomotive. Instead, the conductor would simply get off the train, wait in place for the train to move forward until the rear of the train reaches him/her, and then re-board. *See Power V.S.* at 2 n.2. With these efficiencies in place, BNSF expects the total movement time for the BNSF proposed movement to total approximately one hour in normal operating conditions. *Id.* at 2.

In addition, CP states that “[s]hoving a train also raises heightened safety concerns.” CP Petition at 14 n.15. BNSF does not propose using a blind shoving movement. Instead, BNSF proposes a reverse movement utilizing one locomotive at each end, thereby reducing safety hazards. *See Power V.S.* at 2.

B. NCA traffic levels do not support the capital investments needed to restore out-of-service rail lines or build new interchange facilities.

CP suggested in its Petition that it could haul BNSF traffic, including unit trains, “to a point of exchange at MP 47, where CP’s branch from Lignite ends and BNSF’s branch from Niobe begins” as an alternative to exchanging haulage in Minot. CP Petition at 4. CP also noted that it “is exploring other alternatives to Minot for exchanging haulage traffic.” *Id.* at 4 n.7.

Ms. Power states that BNSF estimates that restoring BNSF’s portion of the out-of-service Lignite – Niobe line (south of MP 47) could cost in excess of \$20 million, and the requisite upgrades would take years to complete. *See Power V.S.* at 4. Moreover, CP claims that BNSF would be responsible for the expense of restoring

CP's portion of the line, north of MP 47, along with other investments that CP has made on the Conveyed Lines since 2007 and any future investments related to the lines. CP Petition at 4. While BNSF does not agree with CP's assertion regarding BNSF's responsibility for CP's expenses, CP is certainly correct that the capital investment needed to restore the Lignite – Niobe line, or to build additional interchange facilities elsewhere, would be significant.

As noted above, BNSF expects to serve NCA with a limited amount of unit train traffic. Ms. Power explains that the level of this NCA unit train traffic will not support an eight-figure capital investment such as that proposed by CP. *See Power V.S.* at 4.

IV. Conclusion

Because BNSF and CP could not reach an agreement on a joint proposal regarding a service plan for NCA, BNSF hereby presents its views as to how to most efficiently provide NCA with the BNSF unit train service that NCA has requested, thereby satisfying the Board's direction in the *Reopening Decision*. BNSF proposes an efficient and cost-effective interchange of unit trains in Minot, which looks much like the current interchange of manifest traffic between BNSF and CP today.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Peter W. Denton', written over a horizontal line.

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EXHIBIT A

Verified Statement of Olivia Power

I. Introduction

I am Olivia Power, the Director of Contracts and Joint Facilities at BNSF Railway Company (“BNSF”). In my role, I oversee the administration of haulage agreements and have been involved in issues relating to BNSF’s haulage service to New Century Ag (“NCA”) for several years. My employment with BNSF began on April 25, 2005, and I previously served in the positions of Manager, Contracts and Joint Facilities, and various roles within finance and engineering.

The purpose of my statement is to detail BNSF’s proposal to provide NCA with “a level of service commensurate with the broad representations underlying the Board’s *2007 Decision*.” *Soo Line R.R.—Acquis. & Operation Exemption—BNSF Ry. (Reopening Decision)*, FD 35068, slip op. at 6 (STB served Dec. 29, 2020). I also discuss issues presented by Soo Line Railroad Company d/b/a Canadian Pacific Railway (“CP”) in their February 8, 2021 Petition for Reconsideration of the Board’s December 29, 2020 Decision (“CP Petition”).

II. Proposal for BNSF unit train service to NCA.¹

BNSF remains committed to the 2007 joint petition representations made by BNSF and CP: to preserve and enhance competitive service to NCA on the Conveyed Lines. *See Reopening Decision*, slip op. at 5. Despite these representations, the Board noted in its *Reopening Decision* that “CP has restricted BNSF to carload service so that CP alone is able to offer unit train service, and has even limited the number of carloads available to BNSF in manifest service.” *Id.* at 6.

BNSF believes that the most efficient way to provide NCA with BNSF unit train service is through a coordinated direct interchange handoff at Minot, ND of an NCA unit train, with advanced notification provided by CP and BNSF. BNSF proposes to supply locomotives in a distributed power (“DP”) configuration in this direct handoff, with at least one locomotive on each end of the unit train. DP locomotives allow for additional flexibility and efficiency of movement in the proposed unit train interchange. BNSF’s proposed seesaw-like movement of the unit train between the CP and BNSF lines at Minot provides an efficient move between the two lines. *See Appendix A* (containing detailed diagrams of the movement). This see-saw move is the same interchange move that takes place today with BNSF at Minot, but would include the use of DP power.

On sufficient notice, BNSF would accommodate a priority crossing at the BNSF/CP interlocker for NCA unit trains, thereby improving efficiency of the move. CP claims that to “interchange cars from NCA, CP must sit on its mainline east of

¹ Detailed slides outlining the proposed step-by-step movements are included in Appendix A. The slides are based on Google Earth Maps, and the proposed 8,000 ft. NCA unit train is drawn approximately to scale.

the BNSF double mainline and wait for BNSF, which controls the diamond, to authorize CP to cross.” CP Petition at 14 n.15. I expect that this would not be an issue, because BNSF’s dispatch team would have advance notice for these relatively infrequent interchanges (we currently expect approximately one to two unit trains per month) and the ability to plan for prioritizing the proposed movements through the interlocker. Based on my consultation with our local operating team, I estimate BNSF’s proposed handoff movement to take about one hour to complete under normal operating conditions.² In undertaking the reverse movement, BNSF would similarly be able to ensure that the planned unit train movement has priority movement through the interlocker.

In addition, BNSF’s unit train proposal could potentially result in less frequent interference with downtown Minot street traffic as compared to the current manifest train operations. Some of the NCA car volumes, which are currently being moved via haulage in all manifest service through Minot, may potentially be moved in NCA unit trains. As a result, existing car volumes may be consolidated into fewer overall train movements, resulting in fewer trains impacting local vehicular traffic.

CP has criticized BNSF’s proposal as raising a “heightened safety concern” because it requires “[s]hoving a train.” *Id.* at 14 n.15. However, with BNSF-provided distributive power (with at least one locomotive at each end of the train), the unit train move actually enhances safety over the current interchange practice for manifest volumes. With BNSF’s unit train proposal, the conductor can “protect the shove” by observing and monitoring the reverse movement of cars from one end of the train while coordinating and communicating with the engineer at the opposite, controlling end of the train. This system also improves safety by allowing the conductor to ride in a locomotive at the rear end of the train, as opposed to a situation where, due to the lack of such a locomotive, the conductor would instead ride the reversing cars using handrails.

² In the CP Petition, CP asserts that interchanging unit trains at Minot could take “anywhere from an hour to four hours to complete the move on to the BNSF mainline.” CP Petition at 14 n.15. However, our local operating team projects that with efficient unit train practices, vans provided for crews, and advanced planning and prioritization of the interlocker, interchanges can be implemented in about an hour under normal operating conditions. CP also notes that the unit train proposal would require CP crew to “walk to the front of the train before the train can pull forward to BNSF’s yard.” *Id.* As noted, CP’s crew would be able to use vans to move from one end of the train to the other. In addition, part of BNSF’s reverse movement would entail a standard rail operating procedure for moving the conductor from one end of the train to the other. This process works by having the conductor disembark the train and simply stand and wait for the rear of the train to move forward to the conductor’s location. From there, the conductor can easily board the rear of the train. Thus, this method also reduces the total amount of time needed for the reverse movement.

Detailed descriptions of the proposed reverse movements are included below and depicted in Appendix A. Although I have sought to provide step-by-step details on the process, the reverse movement is not overly-complicated.

As an alternative to the proposed direct handoff, or as needed if there are unusual circumstances that make a direct handoff unworkable, BNSF is also willing to hold the unit train in BNSF's Old Yard or Gavin Yard in Minot until the handoff is possible and allow CP to pick up the unit train staged in BNSF's yard when it is able to do so. Or, if CP prefers, in lieu of a direct handoff BNSF could also bring the unit train onto CP's line and stage the train on CP's 13,860 ft. siding³ near Minot Yard, allowing CP to depart the train from its own line when it is convenient for CP to do so.

A. Westbound Empty NCA Unit Train Movement at Minot

The westbound empty movement begins with the BNSF crew pulling the NCA-bound unit train on the BNSF line up to and west of Soo Tower. *See* Appendix A at 1. From there, the BNSF or CP conductor would line the switch for movement onto the CP line. *Id.* at 2. The BNSF or CP conductor would then board the rear engine, and the crew would pull the train east onto the CP Line. *Id.* at 2-3. Next, the CP conductor would travel by van⁴ the length of the train (approximately 8,000 ft.) to board the lead locomotive, and the BNSF or CP conductor would line the switches for the westward movement onto the CP line. *Id.* at 4. The unit train would then depart Minot to NCA with the CP crew. *Id.* at 5. BNSF's local operating team expects that this would result in blockage of the CP Line for approximately one hour in normal operating conditions. *Id.*

B. Eastbound Empty NCA Unit Train Movement at Minot

The eastbound empty movement begins with the NCA-bound unit train approaching the CP Line from the west and the BNSF conductor lining up the switches for the movement onto the CP Line. *See* Appendix A at 6. The crew would subsequently pull the train east on the CP Line. *Id.* at 6-7. Next, the CP crew would reconfigure power for the westbound movement with assistance from the BNSF crew. *Id.* at 8. The BNSF or CP conductor would then line the switches for westward movement on the CP line. *Id.* From there, the unit train would depart Minot to NCA with the CP crew. *Id.* at 9. Again, our local operating team expects this would result

³ See Appendix B, containing CP's timetable for their Portal Sub, which shows a 13,860 ft. siding at Minot. This is also noted in Appendix A as "CP Minot Siding ~1.6 miles from SOO Tower." Additionally, there are sidings of 7735 feet at Foxholm, 11000 feet at Baden, and 8105 feet at Spiral that could be used for other mainline movement in which a meet/pass could occur, if needed.

⁴ BNSF would be willing to provide a van should a CP van not be available.

in blockage of the CP line for approximately one hour in normal operating conditions. *Id.*

C. Loaded NCA Unit Train at Minot

A loaded unit train would arrive from NCA at Minot with the CP crew, pulling through and east of the Soo Tower. *See* Appendix A at 10. The BNSF or CP conductor would then line the switches for a westward movement on the BNSF line and board the rear locomotive. *Id.* at 11. Next, the unit train would enter the BNSF line. *Id.* at 12. The BNSF or CP conductor would then line the switches for eastward or westward movement. *Id.* at 13. As with the other movements described above, our operating team expects that this would result in the blockage of the CP line for approximately one hour in normal operating conditions. *Id.*

III. NCA traffic levels do not support the capital investments needed to restore out-of-service rail lines or build new interchange facilities.

In its February 8, 2021 petition, CP proposes that it could haul BNSF traffic “to a point of exchange at MP 47, where CP’s branch from Lignite ends and BNSF’s branch from Niobe begins” as an alternative to exchanging haulage in Minot. *See* CP Petition at 4.⁵ CP acknowledges that this would be a “potentially large” investment, including “upgrades to the CP and BNSF lines between Lignite and Niobe, which connect at MP 47 and have not seen through train service for many years.” *Id.* In fact, based on consultation with BNSF’s engineering and operating teams, the CP’s Lignite – Niobe line restoration proposal is estimated to cost BNSF in a range exceeding \$20 Million in capital infrastructure improvements and would take years to complete.

As noted above, BNSF only expects to serve NCA with a limited amount of unit train traffic, the level of which will not support an eight-figure capital investment such as that proposed by CP.

⁵ CP also noted that it “is exploring other alternatives to Minot for exchanging haulage traffic.” *Id.* at 4 n.7.

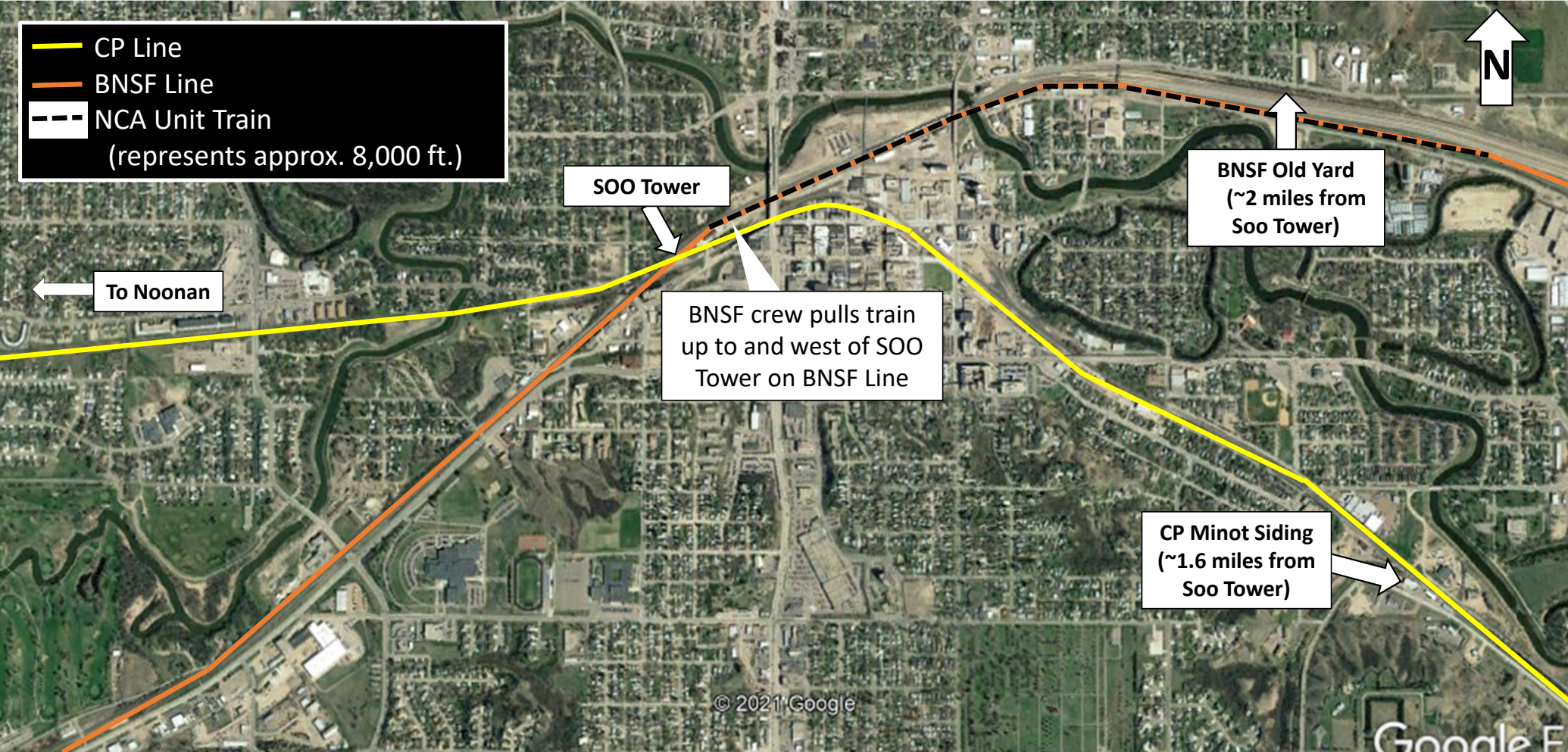
VERIFICATION

I, Olivia Power, verify under penalty of perjury under the laws of the United States that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

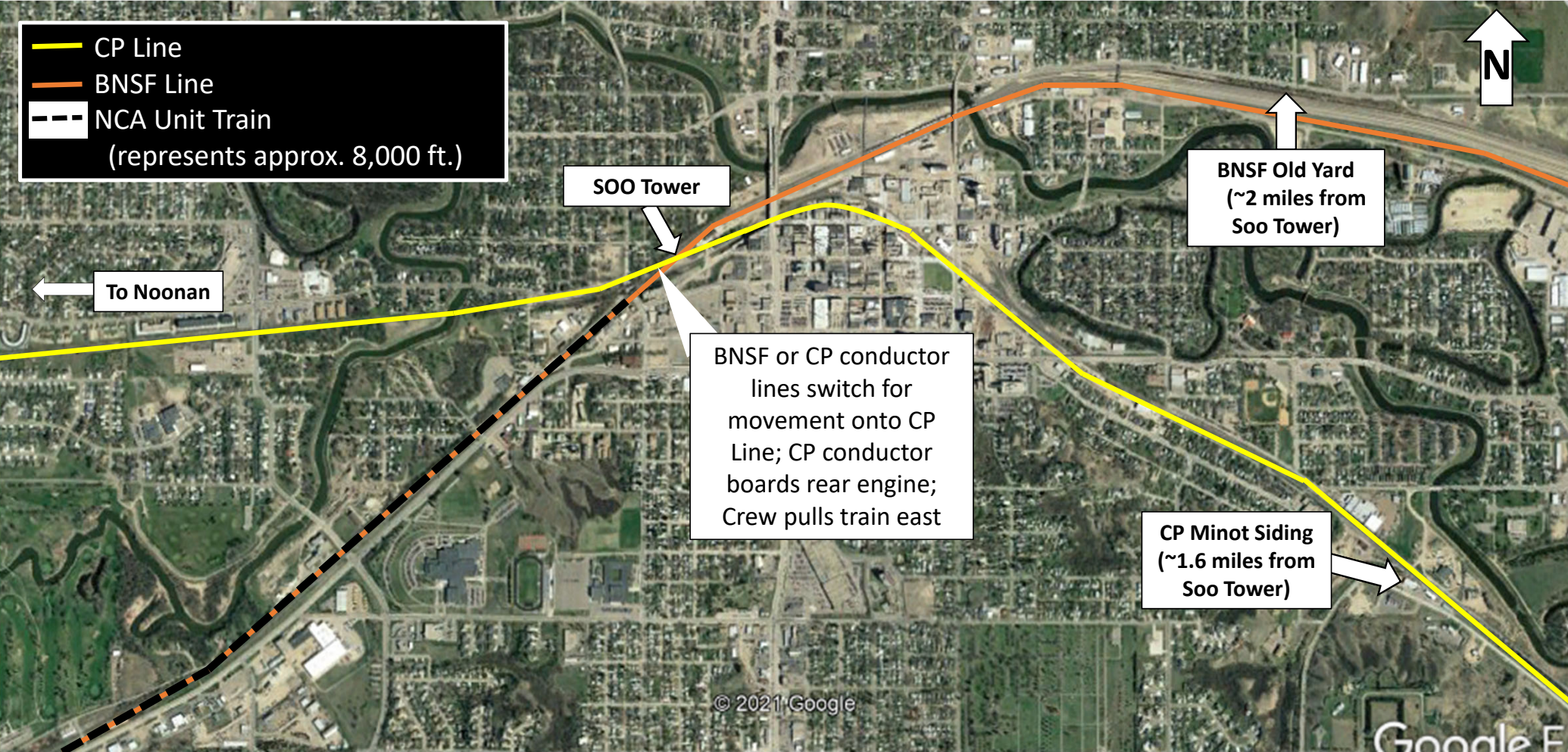
/s/ Olivia Power
Olivia Power

Appendix A

Westbound Empty NCA Unit Train

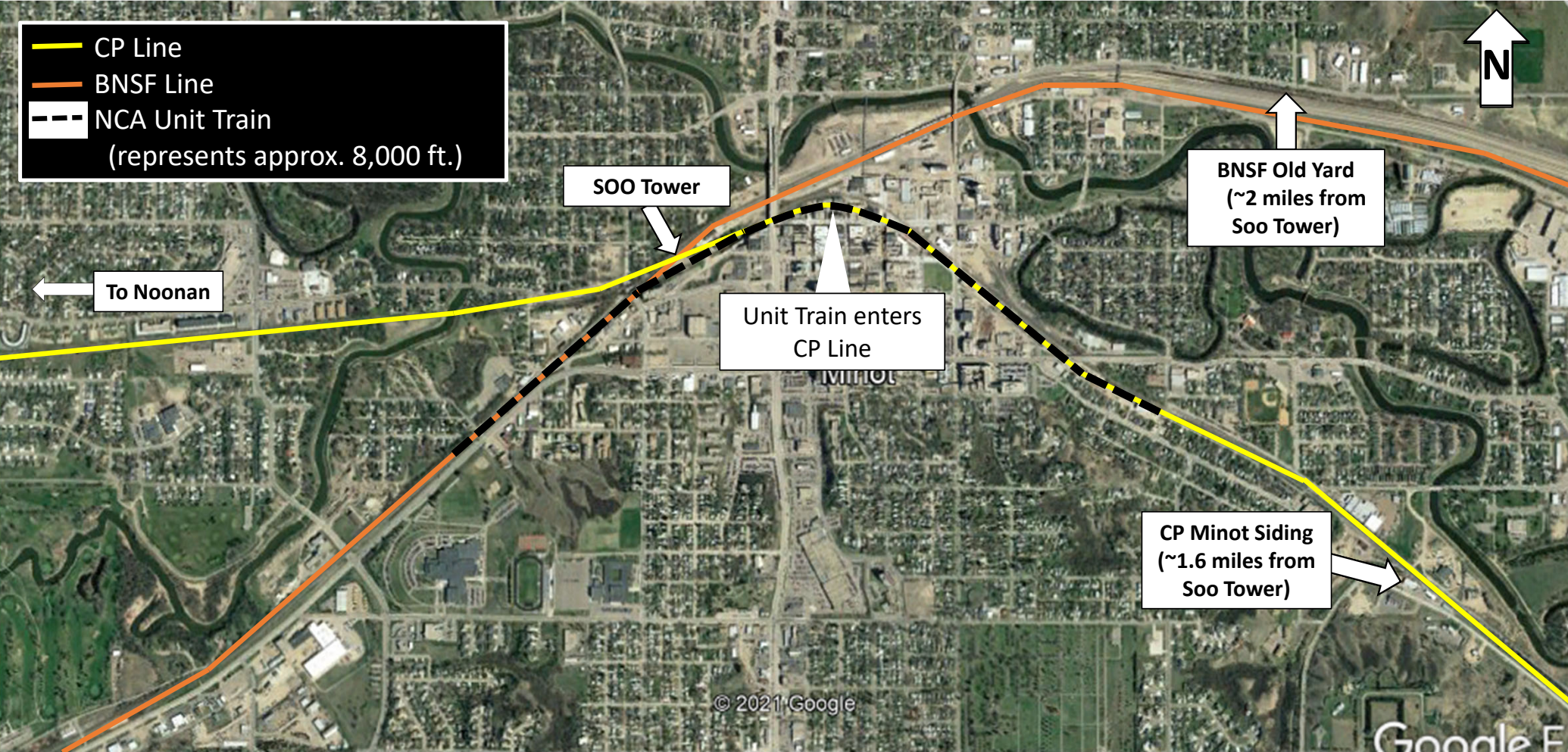


Westbound Empty NCA Unit Train

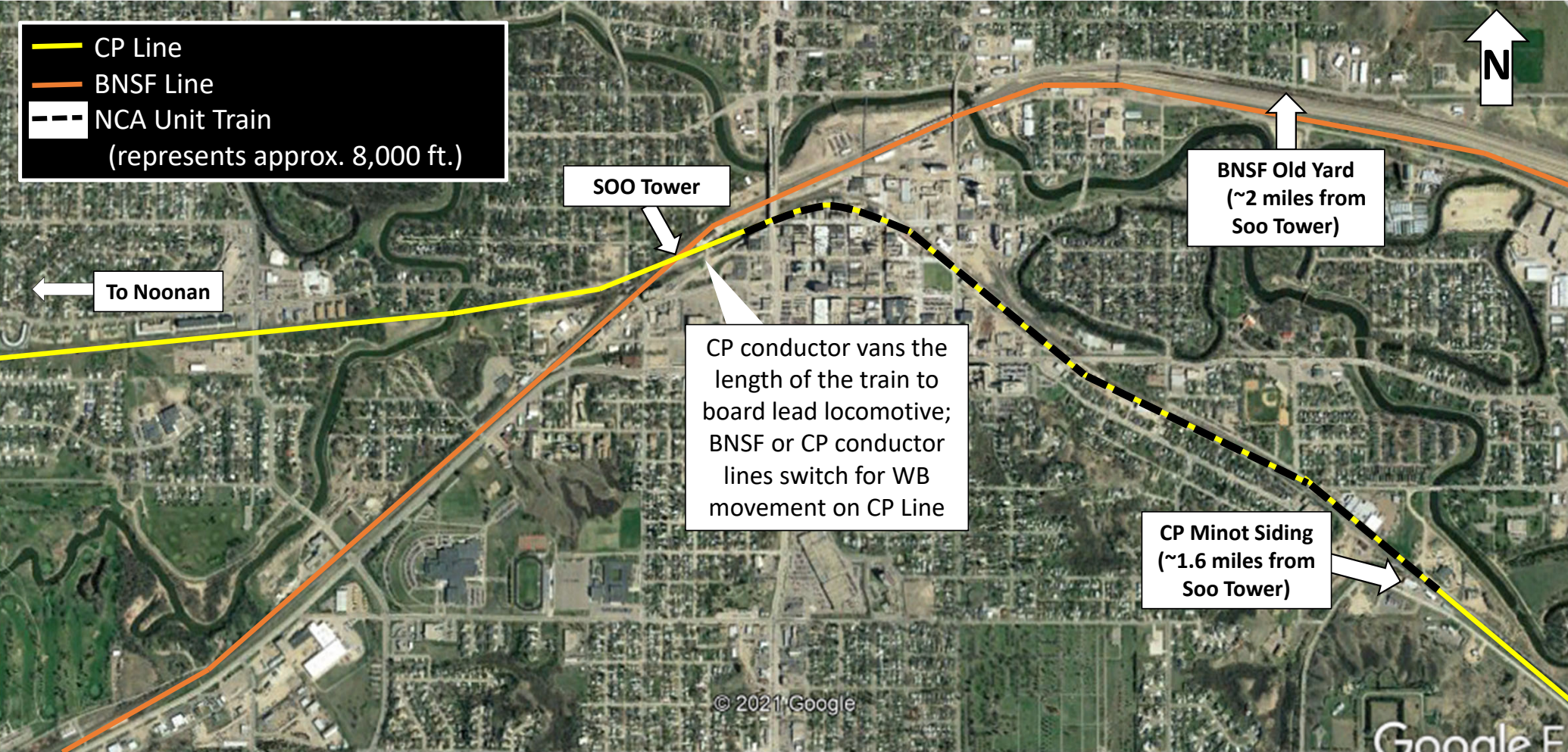


*Use of the term "Crew" could be CP or BNSF to ensure the most safe, expedient and efficient move. *Page 2*

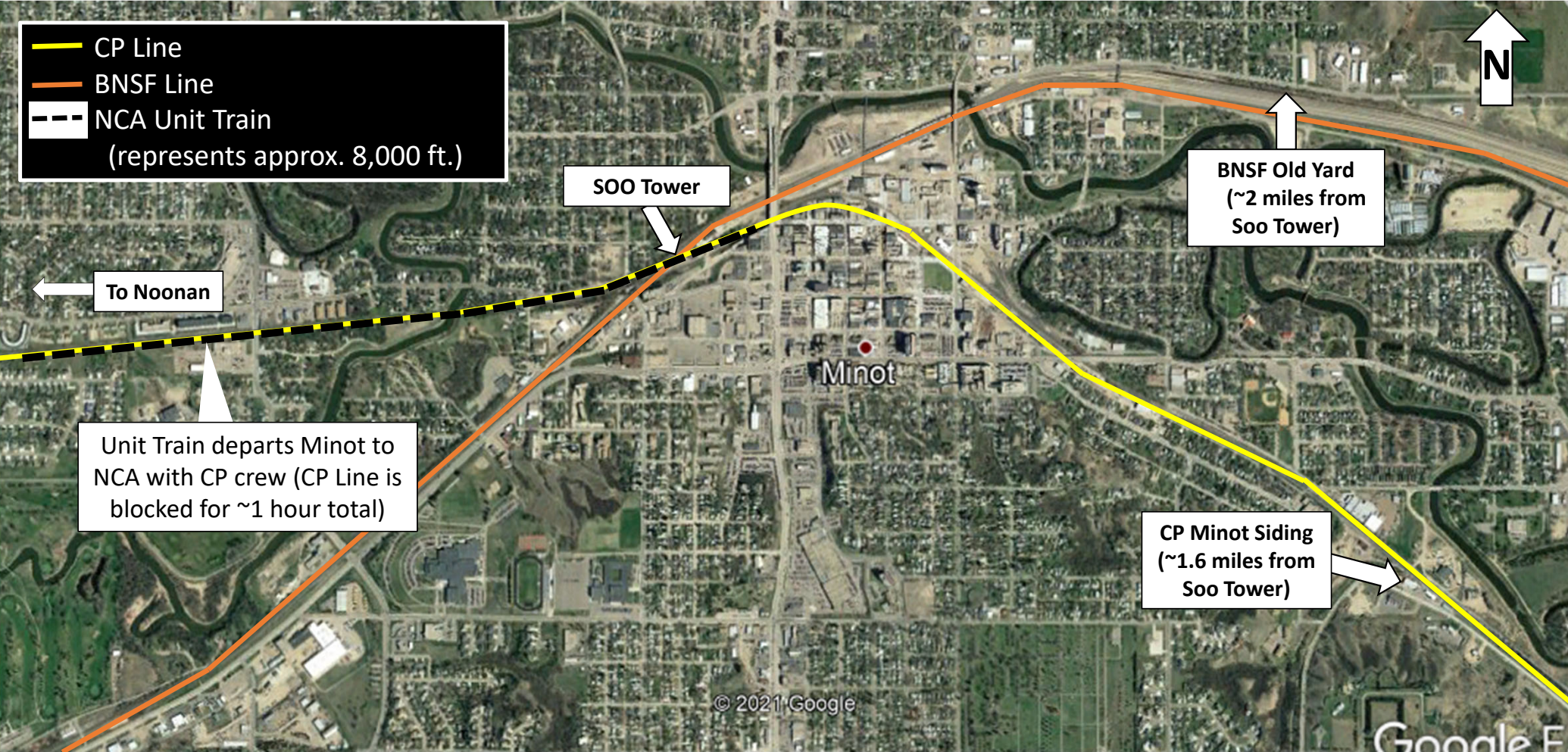
Westbound Empty NCA Unit Train



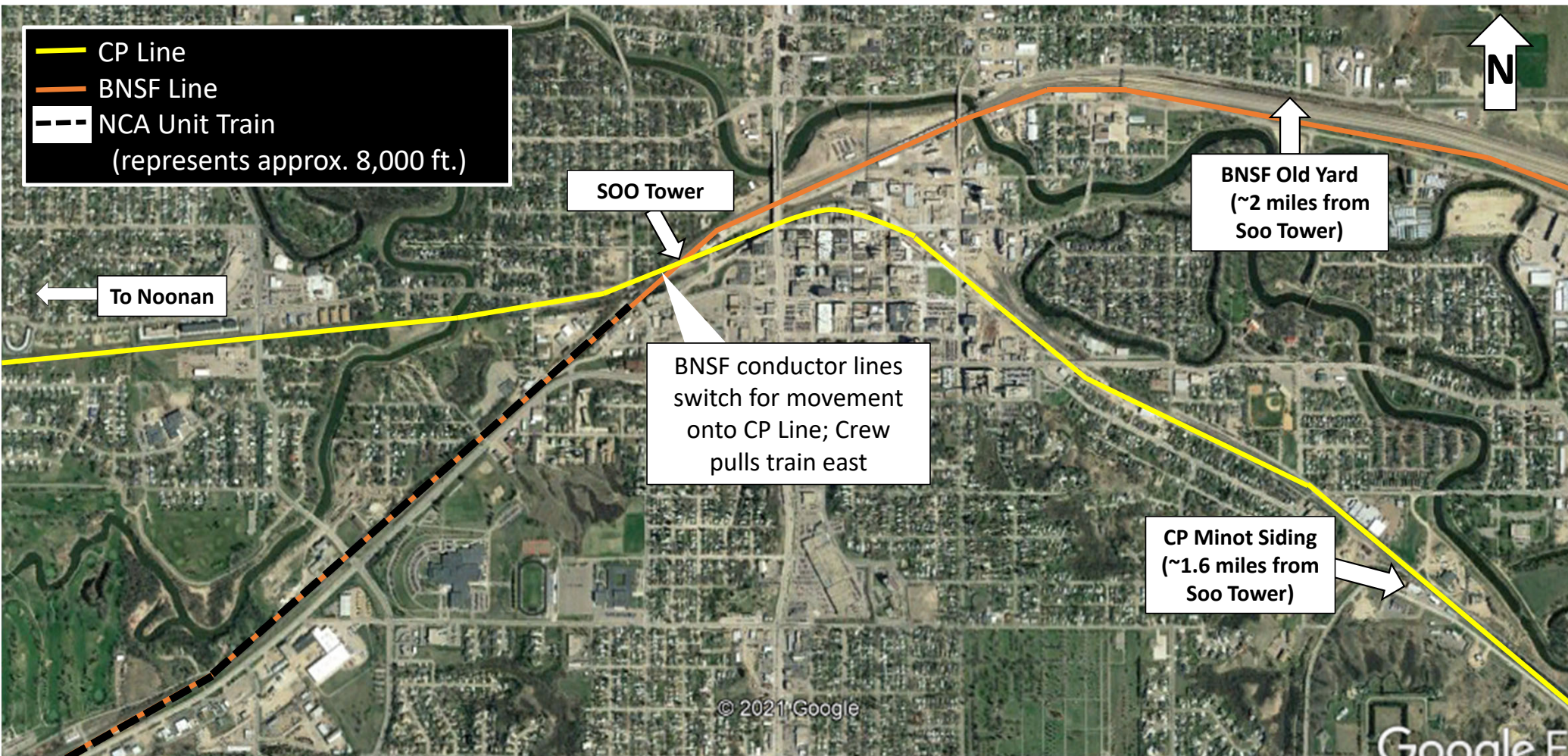
Westbound Empty NCA Unit Train



Westbound Empty NCA Unit Train

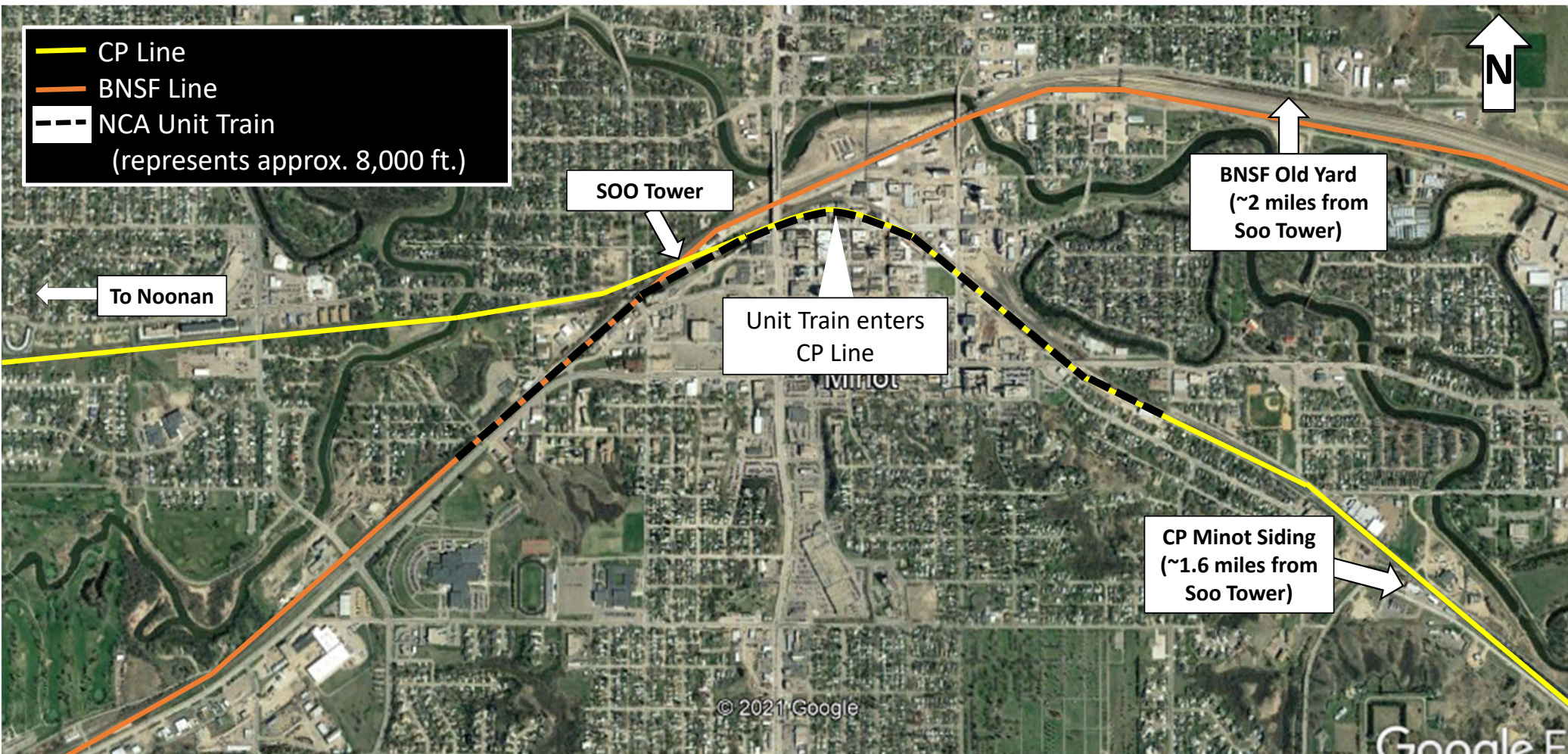


Eastbound Empty NCA Unit Train

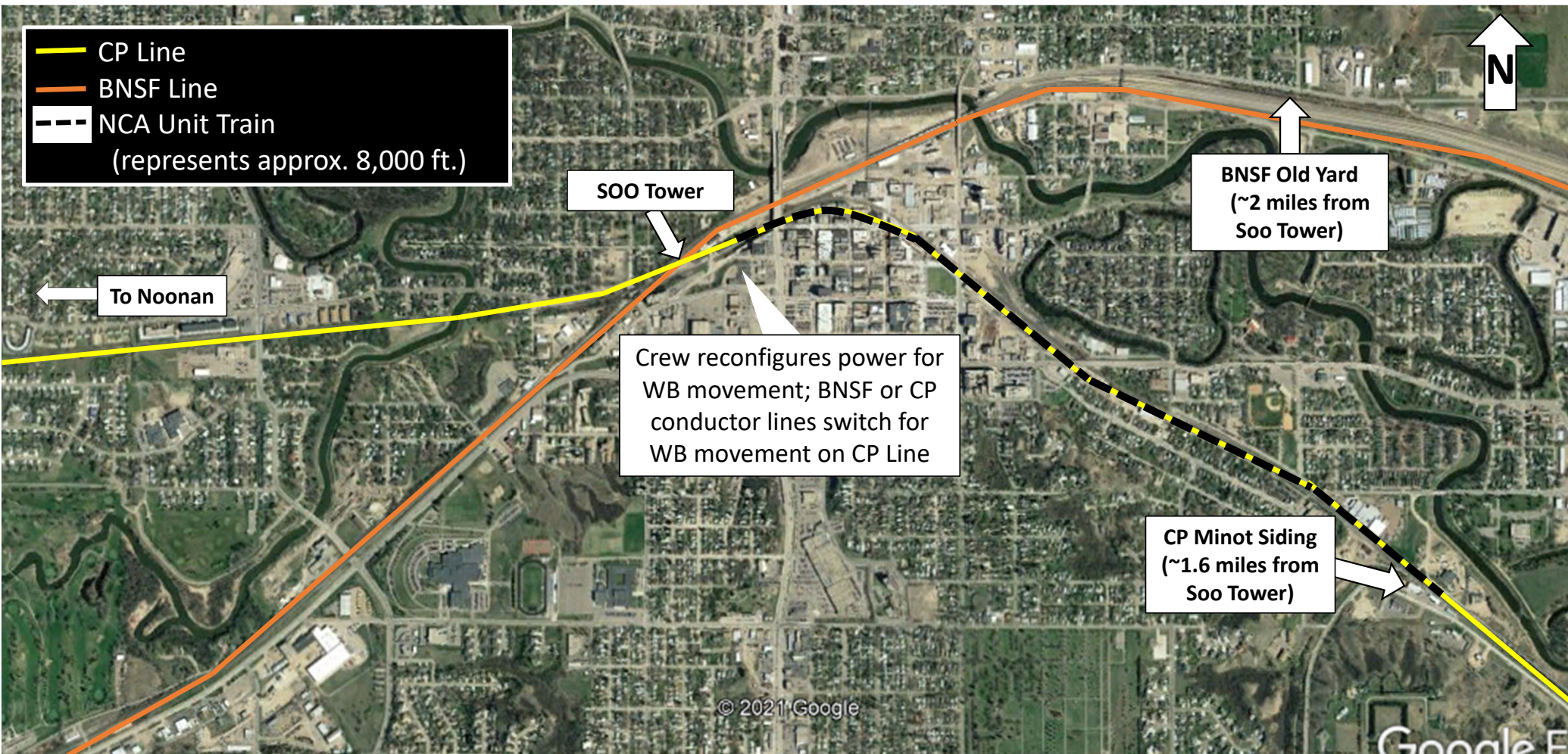


*Use of the term "Crew" could be CP or BNSF to ensure the most safe, expedient and efficient move.

Eastbound Empty NCA Unit Train

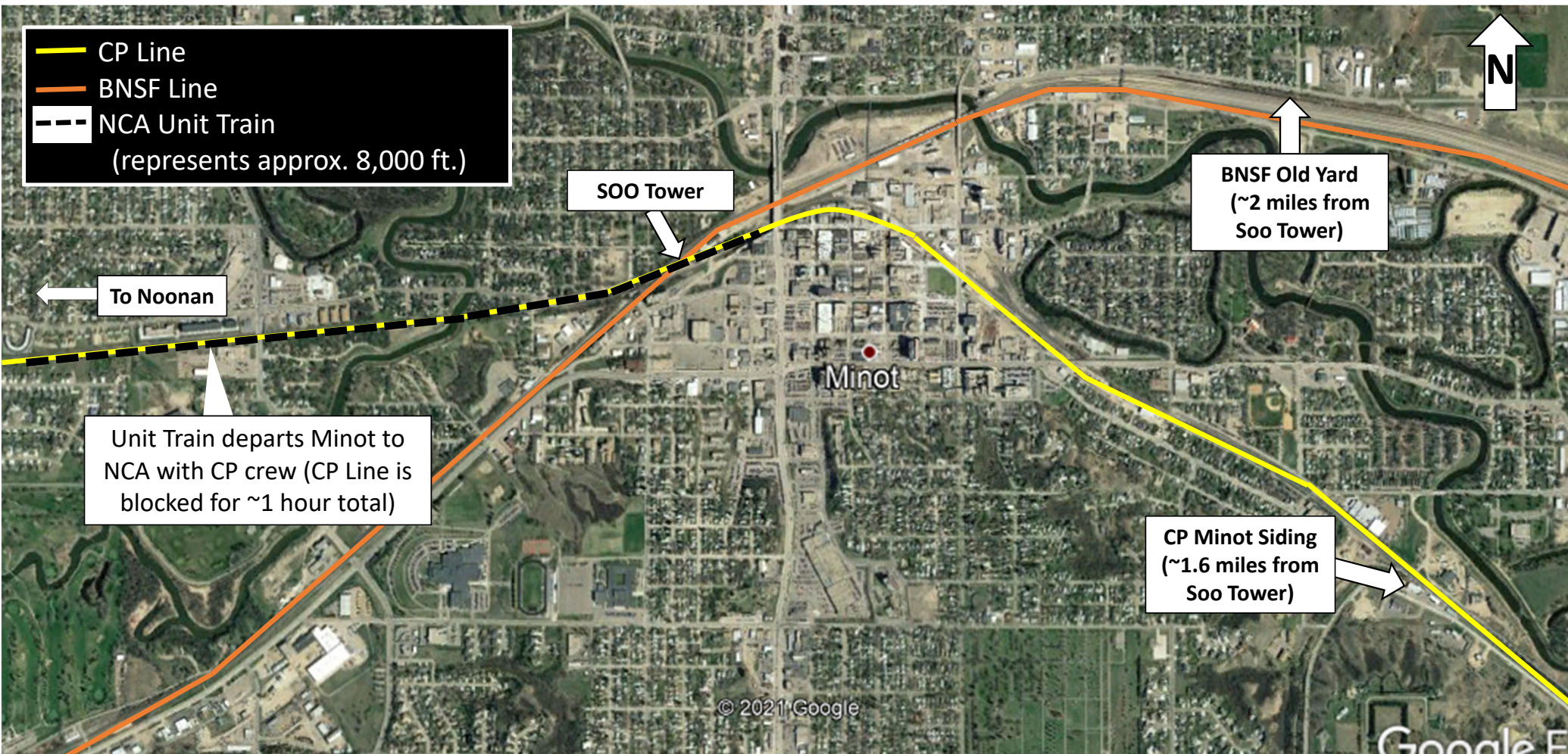


Eastbound Empty NCA Unit Train

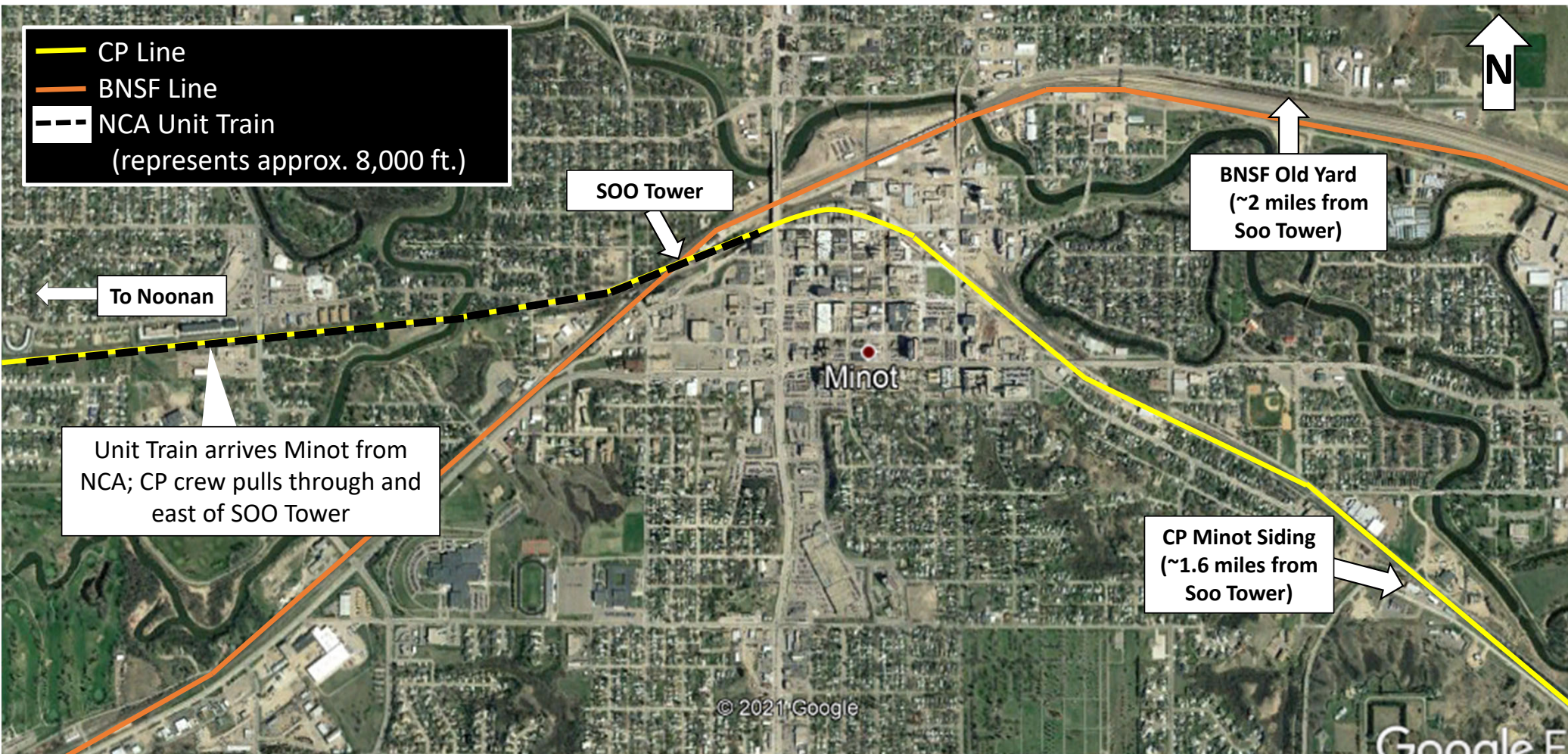


*Use of the term "Crew" could be CP or BNSF to ensure the most safe, expedient and efficient move.

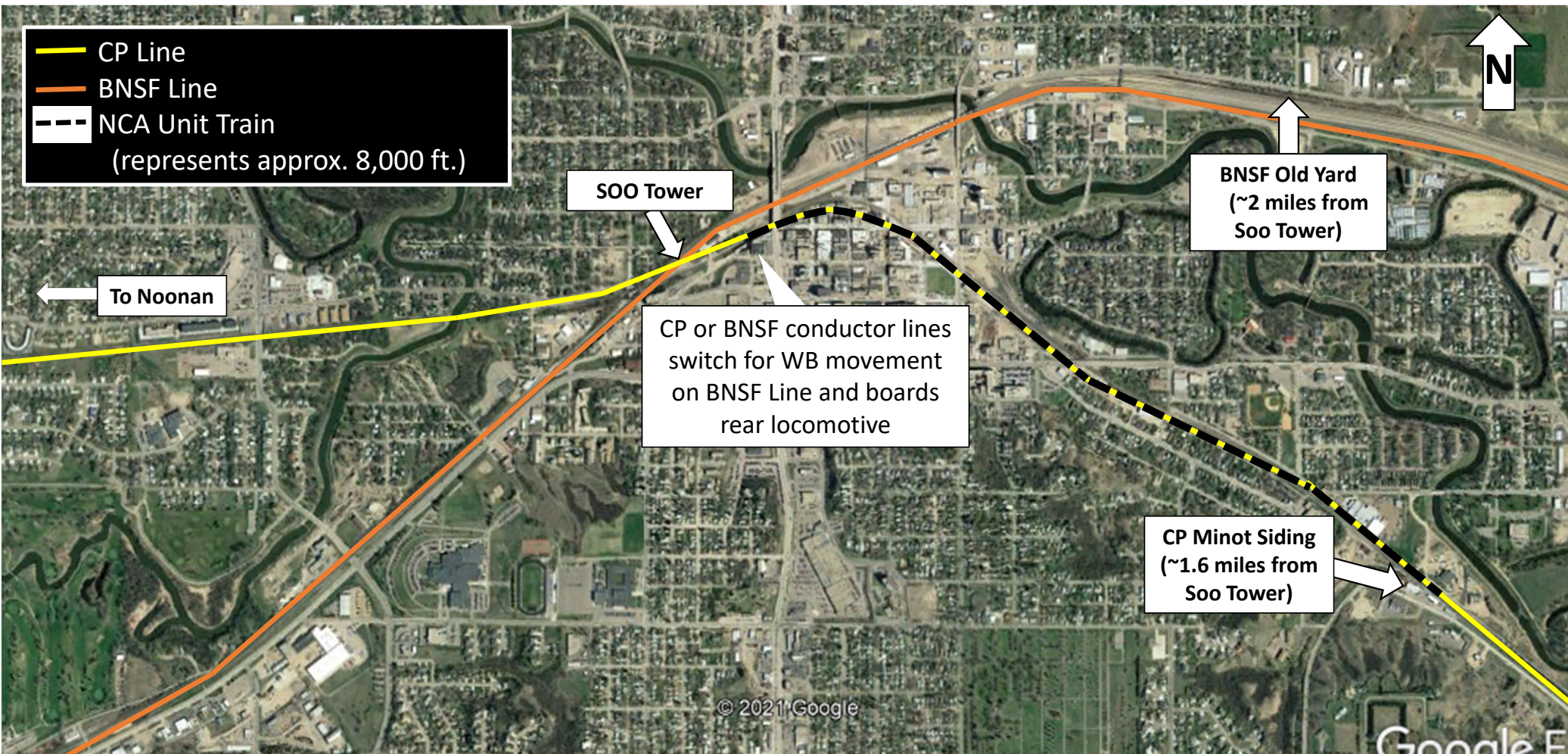
Eastbound Empty NCA Unit Train



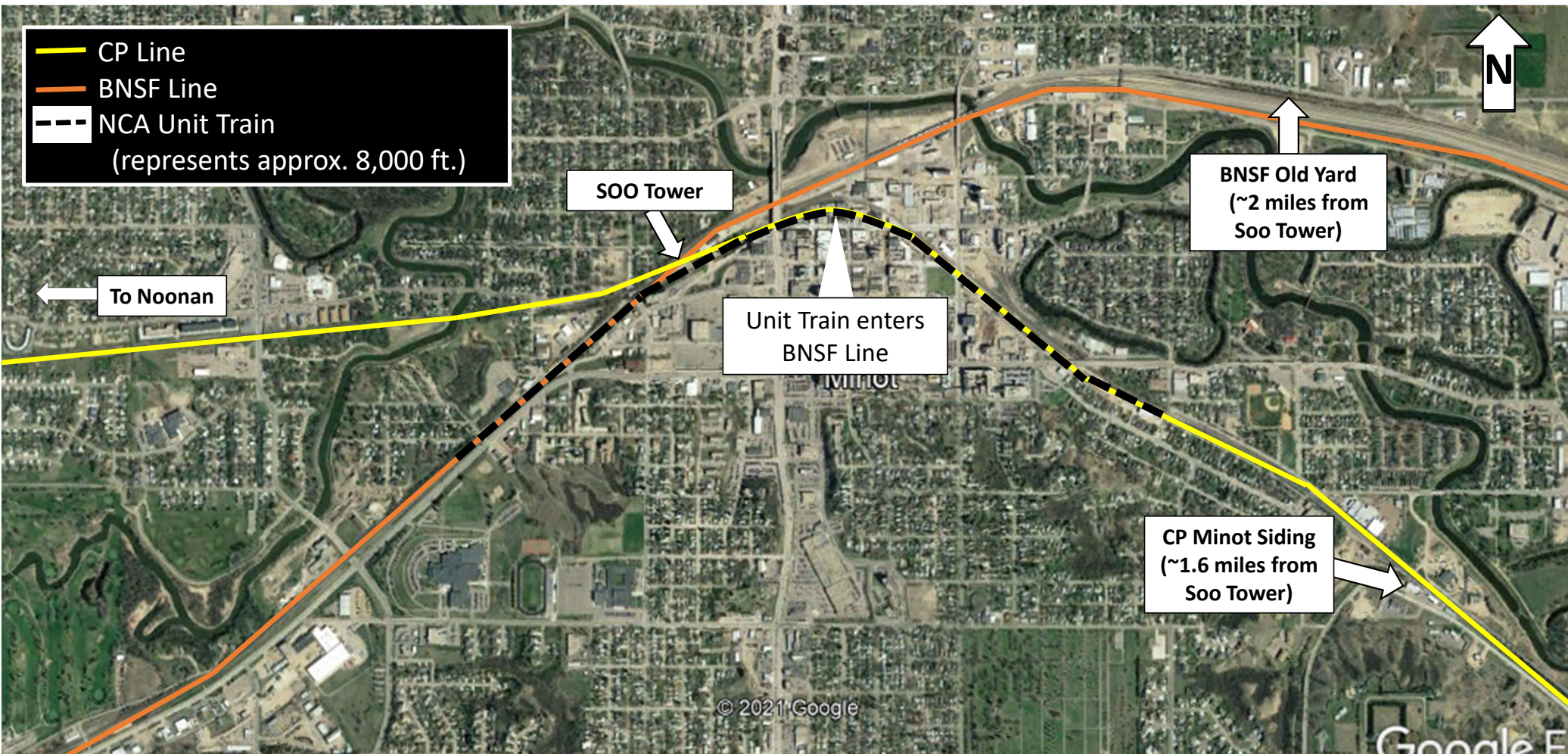
Loaded NCA Unit Train



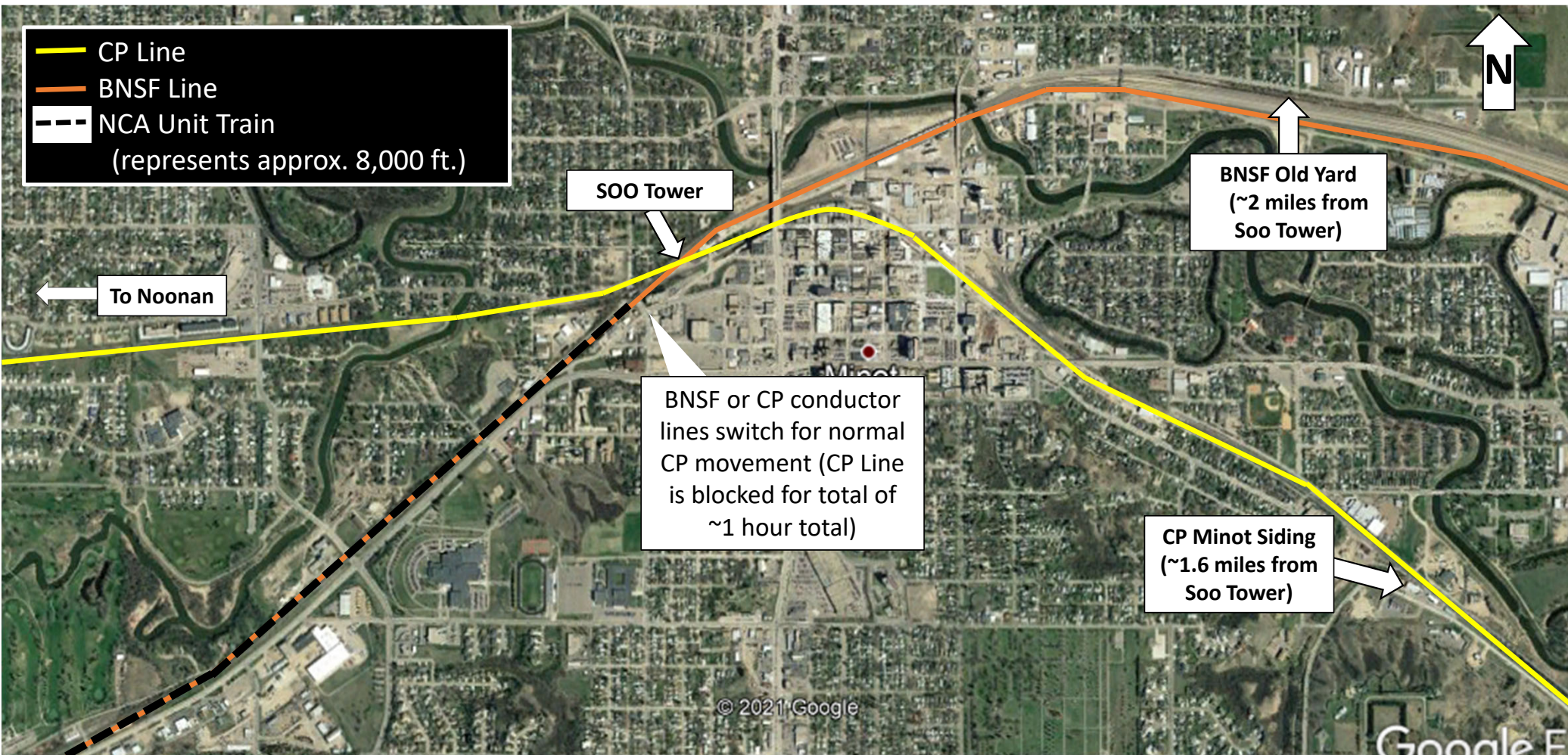
Loaded NCA Unit Train



Loaded NCA Unit Train



Loaded NCA Unit Train



Appendix B



East Region

Portal Sub

GENERAL ORDER NO. B-3

Effective 00:01
January 1, 2020

General Order NO B-7 of January 1, 2019 is cancelled.

Current “B” General Orders in Effect: 1, 2 & 3.

Change in this General Order: Reissue for 2020.

SPEED RESTRICTIONS:

East Region Timetable NO 1 page 2 the following replaces the Maximum Speed and the exceptions:

Maximum Speed	MPH
MP 396.5 to MP 549.5.....	60

Exceptions:

MP 467.6 to MP 470.0.....	25
MP 473.10 over Private Crossing	HER 49
MP 517.0 to MP 518.0.....	49
MP 518.0 to MP 520.0.....	40
MP 520.0 to MP 524.4.....	25
MP 524.4 to MP 529.9.....	49
MP 529.9 over BNSF crossing	35
MP 549.5 to MP 550.3.....	20

East Region Timetable NO 1 the following is added to or changed under the exception for speeds:
MPH

Drake Yard

Tracks H02, H03 and H06 not including turnouts	15
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All other speed exceptions remain unchanged.

East Region Timetable NO 1 modified accordingly (9-16-2016)

Portal Sub	GENERAL ORDER NO. B-3	January 1, 2020
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OTHER CONDITIONS:

Entire Sub	East Region Timetable No. 1 page 2 under Block System changed to read: Centralized Traffic Control (CTC) in use between Harvey East and Portal East. Portal Train Dispatcher will control the CTC within these areas. East Region Timetable Modified accordingly (11-17-2016)
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Entire Sub	East Region Timetable No. 1 page 2 under Movement Authority changed to read: Centralized Traffic Control (CTC) in use between Harvey East and Portal East. East Region Timetable Modified accordingly (11-17-2016)
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Entire Sub	East Region Timetable No. 1 page 3 under Electric Locks (EL) or Governing Signal (GS) is added to as follows:		
	Station	MP	Location
	Minot	468.59	West Switch (GS)
	SOO Tower	469.18	BNSF Connection (GS)
	Bowbells	530.75	East Switch (EL)
	Bowbells	531.3	West Switch (GS)
	Flaxton	538.92	East switch MF01 (EL)
	Flaxton	540.44	West switch MF01 (GS)
	The following signal can be deleted as it has been retired and removed from service:		
	Frach Tech	482.94	West Switch (GS)
East Region Timetable Modified accordingly (10-26-2017)			

Entire Sub	East Region Timetable No. 1 page 3 under General information: The Broken Rail Detection System (BRD) has been removed do to the installation of Centralized Traffic Control (CTC). East Region Timetable Modified accordingly (11-17-2016)
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Portal Sub	GENERAL ORDER NO. B-3	January 1, 2020
Entire Sub	East Region Timetable NO 1, page 1 and 2, new station pages added account PTC GPS survey. Station page now reads as follows on the next 2 pages: East Region Timetable NO 1 Modified Accordingly. (12-6-2018)	

Portal Sub		GENERAL ORDER NO. B-3					January 1, 2020			
Station Number	GOCR 4.3	Method of Operation	WESTWARD ↓	PORTAL SUBDIVISION STATION PAGE TRAM AREA 1	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location	
			Distance From Harvey	# DENOTES CONTROL POINT OR MANUAL INTERLOCKING	Mile Post Location					
4973	B	C	0.0	(Carrington Sub) # HARVEY # CP HARVEY # Harvey West	395.8 397.2 399.3		YARD H1 - 9500 H2 - 9500	410.0		
				8.5						
4974			9.1	MARTIN	405.7					
				3.4						
				# CP 408	409.1					
4975			16.3	ANAMOOSE	412.8					
				3.7						
				# CP 418	416.5					
				3.1						
4976	T		23.0	# Drake East (Newtown Sub) DRAKE # Drake West	418.9 419.6 421.0		9850			
				6.0						
				# CP 425	425.6					
				1.8						
4977			31.8	BALFOUR	427.4					
				15.2						
4979	T		46.1	# Voltaire East VOLTAIRE # Voltaire West	441.6 442.6 443.1		7420			
				4.1						
				# CP 448	446.7					
				0.9						
4980			51.1	VELVA	447.6					
			6.1							
4981		57.2	SAWYER	453.7						
			3.6							
4982		60.8	# Logan East LOGAN # Logan West	456.4 457.3 458.1		8090				
			5.9							
			# CP 482	463.2						
			3.8							
4985	B	70.5	# Minot East MINOT # Minot West	464.9 467.0 467.7		13860				
			2.3							
	I J	72.8	# 800 TOWER (BNSF Crossing)	469.3						
			5.2							
		78.0	# CP 474	474.5						
			2.0							
4988		80.1	BURLINGTON	476.5						
			6.0							
		86.0	FRAC TECH	482.5						
			4.0							
4989		90.0	# Foxholm East FOXHOLM # Foxholm West	485.5 486.5 487.0		7735				
			8.4							
4990		98.4	CARPIO	494.9						
			2.1							
		100.5	# CP 487	497.0						
			7.1							
4991		107.6	DONNYBROOK	504.1						
			3.7							
4996		111.3	# Baden East BADEN # Baden West	506.7 507.8 508.9		11000				
			8.7							
		120.0	# CP 518	516.4						
			2.3							
4992	J	122.3	KENMARE (Not NPR Railroad)	518.8		YARD				
			1.3							
		123.6	# CP 520	520.1						
			8.0							
				Continued on next page						

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Station Number	GCOR 4.3	Method of Operation	WESTWARD ↓	PORTAL SUBDIVISION STATION PAGE TRAM AREA 1 * DENOTES CONTROL POINT OR MANUAL INTERLOCKING	EASTWARD ↑	Yard Limits	Siding Length	Continuous Quiet (CQ) or Partial Quiet (PQ) Zone Locations	Trackside Warning Detector Location
4986		C	131.8	# Spiral East # SPIRAL # Spiral West 1.8	527.3 528.1 529.0		8105		
	I		133.4	# CP BOWBELL 8 (BNSF Crossing) 1.0	529.9				
4993			134.4	BOWBELL 8 3.8	530.9				
		T		# CP 534 4.9	534.7				533.3
4994	JT		144.0	# Flaxton East FLAXTON # Flaxton West # FLAXTON JCT (Lions Sub) 4.7	538.7 539.6 540.6 540.9		8650		
				# CP 544 3.4	544.3				
4995	BT	YL	153.7	# PORTAL EAST PORTAL (International Boundary)	547.7 550.2 550.3	545.0 to 550.3	YARD		

East Region Timetable NO 1 Modified Accordingly. (12-6-2018)

Distant Signals at MP 468.45 and 471.10	The Distant signals at MP 468.45 for Eastward Movements and MP 471.10 for Westward Movements have been removed. (11-17-2016)
Minot West	The signals at Minot West for Westward movements on the Main track or from the Siding will now also be able to display per rule 9.1.6 Advance Approach in addition to rule 9.1.1 Stop, 9.1.2 Restricting, 9.1.4 Approach and 9.1.5 Clear. (11-17-2016)
SOO Tower	The Absolute signal at SOO Tower for Westward movements will display the following signal aspects per rule 9.1.1 Stop, 9.1.2 Restricting, 9.1.4 Approach, 9.1.5 Clear and 9.1.6 Advance Approach. Eastward Movements per rule 9.1.1 Stop, 9.1.2 Restricting, 9.1.4 Approach, 9.1.5 Clear, 9.1.6 Advance Approach and 9.1.7 Approach Diverging. (11-17-2016)
Intermediate Signal at MP 471.1	Intermediate signal at MP 471.10 number plated 471-1 for Westward Movements only will display the following aspects per rule 9.1.2 Restricting, 9.1.4 Approach, 9.1.5 Clear and 9.1.6 Advance Approach. (11-17-2016)

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Intermediate Signal at MP 471.4	Intermediate signal at MP 471.57 number plated 471-4 for Eastward Movements only will display the following aspects per rule 9.1.2 Restricting, 9.1.4 Approach, 9.1.5 Clear and 9.1.6 Advance Approach. (11-17-2016)	
CP 474	The signals at CP 474 for Eastward movements on the Main track will now also be able to display per rule 9.1.6 Advance Approach in addition to rule 9.1.1 Stop, 9.1.2 Restricting, 9.1.4 Approach and 9.1.5 Clear. (11-17-2016)	
Burlington	East former siding switch at MP 476.2 is OOS. (08-11-2014)	

Portal	The following tracks and switch have been placed in service at Portal: A switch has been installed in the control point at Portal East. A new signal has been installed on the yard track to the main track at Portal East for eastward movements and will display the following signal aspects per rule 9.1.1 Stop, 9.1.2 restricting, 9.1.4 Approach, 9.1.5 Clear and 9.1.6 Advance Approach. <u>PL1 Track</u> PL1 has been extended to Portal East and is 12,900 feet from clearance point to clearance point (there is a crossing at Hwy 2 that would need to be split, this total <u>does not</u> account for that split). <u>Set Out Track</u> The Set out track off of PL1 is now 1300 feet long.  (5-11-2017)
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CERTIFICATE OF SERVICE

I certify that I have, on March 1, 2021, served copies of BNSF's New Century Ag Service Proposal upon all parties of record in this proceeding, by electronic mail.

/s/ Tara A. Woods
Tara A. Woods
Attorney for BNSF Railway Company