

**BURLINGTON
NORTHERN
INC.**

**DAKOTA
DIVISION**

**Special
Instructions
No. 1**

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

Tuesday, March 3, 1970

**Asst. Vice President
Transportation
H. J. SURLES**

**Asst. Vice President
Operations
R. H. SHOBER**

**Superintendent
D. H. BURNS**

ALL SUBDIVISIONS

- 1. Speed Restrictions—** **Maximum Speeds**
 Passenger trains 79 MPH.
 Freight trains 65 MPH.

The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions.

All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise..... 12 MPH.

Engines running light or with caboose only, 50 MPH unless otherwise provided.

Equipment	Main Line	Branch Line
Ore cars	45 MPH.	20 MPH.
Scale test cars.....	35 MPH.	20 MPH.
Air dump cars (loaded).....	35 MPH.	20 MPH.
Wrecking derricks	30 MPH.	15 MPH.
Locomotive cranes	30 MPH.	15 MPH.
Pile drivers	30 MPH.	15 MPH.
Clamshells & shovels.....	30 MPH.	15 MPH.
Jordan spreaders	30 MPH.	15 MPH.
Rotary plows, wedge plows & dozers.....	30 MPH.	15 MPH.
Log trains	30 MPH.	15 MPH.

Diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on subdivisions on which they have not been previously operated until it is positively known that such movement can be made safely.

2. Movement of engines dead in trains—

Diesel engines not equipped with alignment control couplers or alignment control lock blocks when in tow in freight or mixed trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.

Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

Diesel units not equipped with alignment control devices—

GN	1 through 195
CBQ	9103 through 9106 9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9248, 9400 AB through 9413 AB, 9249 through 9292, 9310 through 9321
NP	99 through 177 400-429 500, 501, 525, 551, 555 through 558 602, 603, 651, 700 through 724 750, 800 through 803, 850 through 853 900 through 912
SPS	11 through 55 856-869

Diesel units equipped with coupler alignment lock blocks—

GN	550 through 599
CBQ	200 through 267, 270 through 287 300 through 374, 400 through 411 430 through 459
NP	200 through 375, 552 through 554 562 through 569
SPS	60 through 84

All other Diesel units are equipped with alignment control couplers.

Maximum Speed Diesel Units Dead In Tow—

CBQ 9103 through 9106.....	30 MPH.
9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9292.....	50 MPH.
100 through 999.....	65 MPH.
9916 through 9993.....	79 MPH.

NP 99, 100, 400 Series, 600 Series.....	40 MPH.
5400 Series, 700 Series.....	50 MPH.
100 Series (except 100), 525, 800 through 803	60 MPH.
200 Series, 300 Series, 500, 501, 550 through 569, 850 Series, 860 Series, 900 Series, 2500 Series, 2800 Series, 3600 Series, 6000 Series, 7000 Series.....	65 MPH.
6500 Series, 6600 Series, 6700 Series.....	79 MPH.
Budd Cars B-30, B-31, B-32, B-40, B-41, B-42, on rear of train only.....	79 MPH.

GN 14 through 16, 77, 80 through 83, 98, 99, 102 through 110, 112 through 131, 134 through 136, 145 through 162, 165 through 170.....	50 MPH.
11 through 13, 17 through 23, 29 through 33, 100, 101, 163, 164, 186 through 195, 200 through 209, 271 through 276, 307 through 317, 448 through 474 even nos., 550 through 599, 600 through 678, 681 through 734, 900 through 915, 2000 through 2035, 3000 through 3040	65 MPH.
320 through 333, 350 through 385, 400 through 440, 500 through 503, 505 through 512, 679, 680 R.D.C. 2350, 2500 through 2544.....	79 MPH.

SPS 11, 22 through 28, 40 through 45, 50 through 55.....	50 MPH.
60 through 98, 154 through 327, 856, 869.....	65 MPH.
330 through 335, 150 through 153, 750, 800 through 806.....	79 MPH.

4. When N.P. road passenger diesel units are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

5. Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided:

Outfit cars
Tie flats (GN X4800 to X4975, X4410)
Scale test cars (next ahead of caboose)
Wrecking derricks
Pile drivers
Loco cranes
Rotary Snow Plows, dozers, wedge plows
Jordan spreaders
Air dump cars loaded or empty
Log flats — NP 117002 to 117892

All cars 80 feet or longer, loaded or empty, should be placed on rear of train for movement over any grade of 1% or more and where track curvature is 6° or greater.

The following subdivision has curves of 6 degrees or more on grade of 1% or more:

Fourth Subdivision

6. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

7. Rules 200 and 83(B) and other rules pertaining to authority for and signature on train orders and clearances are modified to permit train orders and clearances to be issued by the authority and over the signature of the Chief Dispatcher.

Until further notice train dispatchers offices will remain at present locations and will govern the same districts as prior to the merger.

FIRST SUBDIVISION

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

Zone—Between	Passenger	Freight
Fargo Jct. and P.A. Tower.....	60 MPH.	60 MPH.

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

35 MPH.—Trains or engines on main routes, actuating the points of spring switches; trains or engines through No. 20 turnouts at following locations:
Hillsboro—Both siding switches
Gardner —Both siding switches

25 MPH.—Trains or engines through No. 15 turnouts at following locations:
PA Tower—Jct. switches, First Subdivision.
2. **Train Register Exceptions—**
Fargo Jct.—Register is only for freight trains.
PA Tower, register only for freight trains which will register by ticket.
3. **Clearance Provisions and Exceptions Rule 83(B)—**
Fargo Jct.—Westward trains from Fargo Divn. may proceed on authority of Clearance under which such train arrives.
PA Tower—Trains for which this is the initial station may proceed on the authority of clearance under which such train arrives.
4. **Speed Test Boards—**
Engineers shall test speed of their train passing the following points as compared with speed table:
Westward trains, between MP 33 and MP 34 between Harwood and Argusville.
Eastward trains, between MP 90 and MP 89 between Merrifield and Thompson.
5. **Spring Switches with Facing Point Lock—**
Fargo Jct., west yard switch.
Gardner, east and west siding switch.
Hillsboro, east and west siding switch.
Normal position is for main track.
At these locations spring switches are identified by a target with the letter S on blade of target. Blade is colored yellow with black letter S on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light, it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light be governed by Rule 104 (H).
6. **Manual Interlocking with Dual Control Switches—**
PA Tower
7. Grandin, when switching at Gunkelman Seed Warehouse, engine may not go beyond west end of platform on track serving platform account not sufficient clearance.

SECOND SUBDIVISION

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

Zone—Between	Passenger	Freight
Cass Lake and Grand Forks.....	59 MPH.	49 MPH.
Noyes Jct. and Grand Forks.....	50 MPH.	49 MPH.
Grand Forks and PA Tower.....	79 MPH.	60 MPH.

25 MPH.—Trains and engines through No. 15 turnouts of both switches of crossover just west of PA tower station.

Between Absolute Signals of Interlockings at..... 20 MPH.
Redland Jct.—Fifth Subdivision Crossing.
Bemidji
Erskine
PA Tower

Cass Lake, on all tracks over footwalk crossing located just west of mainline switch to roundhouse..... 8 MPH.

Whistle signal must be sounded as prescribed by rule. Crossing must be cut immediately. When this crossing is blocked by coupling up train, trainmen must remain at the crossing to prevent pedestrians from crawling through the cars.
Emerado Air Base spur—When switching, do not exceed 10 MPH. from bridge, just east of State Highway No. 2, to end of base. Run carefully on all tracks.

2. **Train Register Exceptions—**
Crookston Psgr., register is only for trains 345 and 346.
Crookston Frt., freight trains register by ticket.
Crookston Yard, trains originating and terminating at Crookston will register at Crookston Freight.
Grand Forks, eastward freight trains register by ticket at passenger station.
PA Tower, register only for westward extra trains which will register by ticket.
Larimore—Register is only for No. 27 and No. 28 and they will register by ticket.
Tilden Jct. and Redland Jct. are register stations only for trains directed by train order to register there.
3. **Clearance Provisions and Exceptions Rule 83(B)—**
At Noyes Jct., the clearance under which No. 48 arrives will clear No. 345. The clearance under which No. 346 arrives will clear No. 47.
At PA Tower, clearance under which Nos. 27, and 343 arrive will clear Nos. 344 and 28 respectively at that point.
4. PA Tower—Crossover Switch for trains from First to Third Subdivision and connecting switches First and Third Subdivisions are located as follows:
G.F. Switch0.3 miles west of PA Tower
D.L. Switch1.3 miles west of PA Tower
F.O. Switch1.2 miles east of PA Tower
5. **Spring Switches with Facing Point Lock—**
Grand Forks—Located 119 feet west of 5th St. crossing. Normal position of switch is for westward freight lead and switch is governed by lunar lights for both the eastward and westward movements.
At this location spring switch is identified by a target with the letter S on blade of target. Blade is colored yellow with black letter S on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light, it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light be governed by Rule 104(H).
Grand Forks, east switch at west crossover and west switch at east crossover between depot lead and main track at Passenger Station are lined so that normal position of these switches is lined for movement from depot lead to the main track through the east crossover. "Consolidated Code rules 104 and 104(A) will govern use of these switches."
6. At Grand Forks, between westward signal 107.9, about 1100 feet east of Washinton Street Underpass, and eastward signal 108.4, about 1400 feet west of Washington Street underpass, there is no superiority of trains. That portion of Consolidated Code Rule 93 reading, "Within Yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown" does not apply between these signal locations, and all train and engine movements must be made at reduced speed. To avoid delays to first class trains, yard engines must call the dispatchers' office by radio before entering the main track between signal 107.9 and 108.4 to find out information relative to the first class trains.
7. Grand Forks, the tracks in front of and numbering from passenger station are known as depot tracks, 1, 2, 3 and 4; the 5th track is known as the freight lead.
Depot Lead at west crossover just west of coach yard must be kept clear for meeting and passing of trains.

The normal position of the switch at west end of crossover just west of Signal 107.8 about 1500 feet west of Grand Forks Passenger Depot will be lined for No. 1 track at Grand Forks passenger station. Eastward First Class Trains will use No. 1 track at Grand Forks Passenger Depot.

No. 27 and No. 343 will make back up movement from Grand Forks passenger station through the interlocking plant PA Tower.

Back up air brake hose equipped with whistle and valve will be applied at Grand Forks passenger station and crews of these trains will see that careful movement is made while backing up. Speed must be restricted to 15 MPH.

8. University, automatic block signal 109.2 governing eastward train and engine movements is located on left hand side of main track about 54 feet east of University spur switch.
9. Trains handling missiles will not exceed 5 MPH. on Air Base Spur Emerado from main track to bridge east of Highway No. 2.
10. **Speed Test Boards—**
Engineers shall test speed of their trains passing the following points as compared with speed table:
Eastward, between MP 86 and MP 87 approximately 2 miles east of Wilton.
Westward, between MP 87 and MP 86 approximately 3 miles west of Bemidji.
Westward trains, between MP 5 and MP 6 between Powell and Emerado.
Eastward trains, between MP 79 and MP 78 between Keith and Crary.
11. **Manual Interlocking with Dual Control Switches—**
PA Tower.
Switches electrically controlled by operator at PA Tower.
Whistle signals for routes, PA Tower:
First Subdivision 2 long, 1 short
Third Subdivision 1 long, 1 short
Eleventh Subdivision 1 long
Tower Track 3 long, 1 short
Grand Forks Yard..... 2 short, 1 long
12. Normal position of west switch on west leg of wye, Noyes Jct., on the Sixth Subdivision, is lined for Second Subdivision.

THIRD, FOURTH, SIXTH AND SEVENTH SUBDIVISIONS

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Tilden Jct. and GN Jct.	40 MPH.	80 MPH.
GN Jct. and Warroad.....	30 MPH.	20 MPH.
GN Jct. and Carthage Jct.....	20 MPH.	15 MPH.
Key West and Sherack.....	15 MPH.	35 MPH.
Moorhead and MN Jct.....	40 MPH.	40 MPH.
Barnesville and MN Jct.....	40 MPH.	40 MPH.
MN Jct. and Noyes Jct.....	40 MPH.	40 MPH.
Noyes Jct. and MP 865 one mile east of Humboldt	59 MPH.	49 MPH.
MP 865 one mile east of Humboldt and Noyes	25 MPH.	25 MPH.
Between absolute signals of interlocking at Glyndon, Warroad	20 MPH.	5 MPH.
Wye tracks at Warroad and Thief River Falls.....	5 MPH.	15 MPH.
Over crossover just west of Crookston FRT.....	15 MPH.	

2. **Bridge and Engine Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long 268,000 lbs.
Diesel Engine Units and cars in excess of 248,000 lbs. between Red Lake Falls Jct. and Carthage Jct. and between Key West and Sherack..... 10 MPH.
U25C, U28C, U33C and SD45 diesel engine units between Red Lake Falls Jct. and Carthage Jct., and between Key West and Sherack.....Not Permitted
3. **Train Register Exceptions—**
Carthage Jct. and Tilden Jct. trains will register only when directed by train order to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Noyes Jct., the clearance under which No. 48 arrives will clear No. 345. The clearance under which No. 346 arrives will clear No. 47.
Rule 83(B) does not apply at Tilden Jct. and Carthage Jct.
All trains running between Carthage Jct. and Tilden Jct. will obtain clearance at Red Lake Falls during assigned hours of telegraph service.
At GN Jct., trains originating will be governed by clearance furnished at Red Lake Falls.
5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary on Third Subdivision between Thief River Falls and Warroad and on Fourth Subdivision.
6. **Noyes—**Crews going from BN Yard to CP Yard Emerson may do so upon receiving verbal authority from CP agents office at Emerson.
7. **Speed Test Boards—**
Engineers shall test speed of their trains passing the following points as compared with speed table:
Westward trains, between MP 13 and MP 14 between Downer and Glyndon.
Eastward trains, between MP 81 and MP 80 between Humboldt and Hallock.
8. **Manual Interlockings with Dual Control Switches—**
Barnesville
9. **Manual Interlocking not Indicated at Station—**
Between Dorothy and Keywest.....Fifth Subdivision Crossing
Instruction for operation posted in tower.
10. **Automatic Interlockings Not Indicated at Station—**
Fifth Subdivision crossing
with Sixth Subdivision1.4 miles west of Noyes Jct.
Fourth Subdivision crossing
with Sixth Subdivision4.5 miles west of Shirley
11. **Semi-Automatic Interlocking—**
CN Ry. crossing0.6 miles west of Warroad
Train or engine movements over the crossing will be governed by manually operated gates together with interlocking dwarf signal indications. Routes over the crossing will be set manually after obtaining release of electric lock holding gates in STOP position. See instructions posted in box locked with switch lock.
12. Normal position of west switch on west leg of wye, Noyes Jct., on the Sixth Subdivision, is lined for Second Subdivision.
13. Thief River Falls—Due to sharp curvature of track, when handling a 50 foot or longer car, on east leg of wye and over the crossover, cars should be handled separately.

FIFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Manitoba Jct. and Pembina.....	45 MPH.
At East Grand Forks—over 4th Avenue 10 MPH.	
At Grand Forks, over public crossing between passenger station and Highway 81 all trains.....	
2. **Bridge and Engine Restrictions—**

250-ton wrecking derricks	
Over Bridge 68.1 (Crookston).....	10 MPH.
Over Bridges 48 and 68.1—	
U25C, U28C, U33C and SD45 diesel engine units and NP pile drivers No. 25 to 34 inclusive.....	30 MPH.
Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. and cars over 40 feet long weighing between 220,000 and 263,000 lbs.....	20 MPH.
Cars heavier than the following not permitted without authority of Superintendent:	
40 ft. or less in length.....	220,000 lbs.
Over 40 ft. long.....	263,000 lbs.
3. **Yard Limits—**

Tracks between yard limit signs east of East Grand Forks and west of Grand Forks operated as one yard.

Tracks between yard limit signs east of Crookston and west of Anglim operated as one yard.
4. **At Manitoba Jct.—Fargo Division Instructions govern.**
5. **Between Pembina and Emerson Jct.**

Movements between these points will be authorized by Block Clearance Canadian National Railway Form 728 or by BN Clearance Form 1357A issued by operator at Emerson Jct. or Pembina. Operator at Emerson Jct., and Pembina will issue this clearance only after having a proper understanding with each other as to what movements have been authorized between these points, maintaining a complete record on prescribed form of all movements.

Trains and engines must receive Block clearance Canadian National Railway Form 728 or BN Clearance Form 1357A before entering this territory.

A train or engine must not be admitted to trackage between Emerson Jct. and Pembina if occupied by an opposing movement.

Pembina operator, when issuing this clearance, will enter on the line following "Clearance No." the point to which the train or engine is authorized for movement.
6. **Train Register Exceptions—**

Fifth Subdivision trains will register at Manitoba Jct., Redland Jct., Carthage Jct., and Grafton, only when directed by train order to do so.
7. **Clearance Provisions and Exceptions Rule 83(B)—**

Manitoba Jct., and Carthage Jct.

At East Grand Forks all trains must secure clearance.
8. **Automatic Interlocking Not Indicated at Station—**

Sixth Subdivision Crossing.....Between Anglim and Hixon
9. **Railroad Crossings Not Indicated at Station—**

Between Grand Forks and Kelly.....State Mill Spur

Between Kellogg and Grafton Eleventh Subdivision Crossing.
10. **Rule 223 Train Order Signal—**Lights will not be displayed on Fifth Subdivision.

EIGHTH, NINTH, TENTH, ELEVENTH, TWELFTH AND THIRTEENTH SUBDIVISIONS

1. **Speed Restrictions—**

Zone Between	Maximum Speeds Permitted
Vance and Larimore	30 MPH.
Larimore and Hannah	30 MPH.
Erie Jct. and Clifford	20 MPH.
Nolan and Devils Lake.....	40 MPH.
Devils Lake and Hansboro.....	30 MPH.
PA Tower and Neche	40 MPH.
Grafton and Walhalla	35 MPH.
Lakota and Sarles.....	40 MPH.
Between absolute signals of interlocking at PA Tower	20 MPH.
At Walhalla, over Highway No. 32.....	10 MPH.
At Hensel, over public crossing, located 149 feet east of depot	10 MPH.
2. **Engine Restrictions—**

Tenth Subdivision—Engines series SD7 and SD9.....	20 MPH.
Eighth and Twelfth Subdivision—Engines series SD7 and SD9 restricted.....	25 MPH.

Eleventh and Twelfth Subdivision, engines in the series SD7 and SD9 must not go in on Koehmstedt Spur Minto, MRTJ Potato Spur Grafton, Mill Spur Cavalier, Mill Spur or Rutherford Spur Walhalla.
3. **Gretna**, within yard limits the C.P. trackage may be used.
4. **Nash**—Cars left on team track should have at least one car length's clearance on Walsh County road No. 7, just east of No. 27 spot. Clearance should be checked from north side of track.
5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary on Eighth Subdivision between Vance and Larimore, Ninth Subdivision between Erie Jct. and Clifford, Tenth Subdivision between Nolan and Hansboro, Thirteenth Subdivision between Lakota and Sarles.
6. **Automatic Interlocking Not Indicated at Station—**

Inkster	6.6 miles west Soo Line Crossing
Grand Forks	2.8 miles west State Mill Spur
Between Minto and Grafton.....	Fifth Subdivision Crossing.
7. **Clearance Provisions and Exceptions Rule 83(B)—**

Nolan, Vance and Erie Jct. Trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
	46	78.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.3
	57	63.2	1	45	34.3
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0