

BURLINGTON NORTHERN INC.

TWIN CITIES REGION

**TERMINAL T.C., TWIN CITIES, LAKE,
FARGO, DAKOTA AND
MINOT DIVISIONS**

Special Instructions No. 2

**IN EFFECT AT 2:00 A.M.
Central Standard Time
and
Mountain Standard Time**

Sunday, October 25, 1970

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

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

**Superintendent, Twin Cities Terminal, Twin Cities Division
R. O. HAMMERSTROM**

**Superintendent, Fargo Division
B. V. COYER**

**Superintendent, Lake Division
W. S. BYRNE**

**Superintendent, Minot Division
P. B. RASMUSSEN**

**Superintendent, Dakota Division
M. E. HAGEN**

ALL SUBDIVISIONS

1. Speed Restrictions—	Maximum Speeds Permitted
Passenger trains	79 MPH.
Freight trains	65 MPH.
Coal Trains	50 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

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 and shovels	30 MPH.	15 MPH.
Jordan spreaders	30 MPH.	15 MPH.
Rotary plows, wedge plows and 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—

1 through 4, 7, 11, 77 through 88, 91 through 101, 106 through 250, 401 through 404, 408 through 410, 412, 413, 415, 417, 419, 421, 422, 424, 425, 427, 428, 429, 450 through 585, 588 through 595, 900 through 923, 934 through 940, 950, 952, 953, 986 through 995, 1625, 1629 through 1632, 4100, 4102, 4104, 4106, 4108, 4112, 4114, 4116, 4118, 4120, 4122, 4126, 4180 through 4192.

Diesel units equipped with coupler alignment lock blocks—

1556 through 1623, 1626 through 1628, 1636 through 1643, 1700 through 1760, 1840 through 1972, 4000 through 4002, 4050 through 4069, 6000 through 6059, 6100 through 6206.

All other Diesel units are equipped with alignment control couplers.

Maximum Speed Diesel Units Dead in Tow—

30 MPH.—1 through 4,100.

50 MPH.—7, 11, 77 through 88, 91 through 99, 115 through 134, 137 through 142, 146 through 148, 160 through 161, 167 through 169, 229 through 250, 401 through 404, 408 through 410, 412, 413, 415, 417, 419, 421, 422, 424, 425, 427, 450 through 545, 586, 593 through 595, 798, 799, 900 through 923, 934 through 940, 950.

60 MPH.—107 through 114, 156 through 159, 170 through 228, 429, 588 through 592, 952, 953.

65 MPH.—101, 106, 135, 136, 143 through 145, 149 through 155, 162 through 166, 300 through 309, 428, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620 through 622, 624 through 626, 628 through 630, 632 through 634, 636 through 638, 640 through 642, 644 through 646, 648 through 650, 652 through 654, 656 through 658, 660 through 666, 668 through 678, 680, 682, 684, 686 through 694, 696, 698, 700 through 707, 709

through 725, 727, 729 through 741, 743 through 760, 762, 796, 800, 801, 803 through 810, 812 through 821, 823 through 847, 849, 851, 853, 986 through 995, 1350 through 1365, 1500 through 1643, 1700 through 1797, 1799 through 1826, 1828 through 1830, 1833 through 1974, 1979, 1980, 1990 through 1998, 2000 through 2071, 2200 through 2254, 2500 through 2545, 3000 through 3039, 4000 through 4002, 4050 through 4078, 4081, 4083 through 4086, 4100, 4102, 4104, 4106, 4108, 4112, 4114, 4116, 4118, 4120, 4122, 4126, 4180 through 4197, 4240 through 4246, 4250 through 4265, 5200 through 5208, 5424 through 5429, 5450 through 5459, 5470 through 5484, 5600 through 5641, 5650 through 5677, 6000 through 6059, 6100 through 6206, 6240 through 6255, 6400 through 6429, 6457 through 6471.

79 MPH.—1831, 1832, 1975 through 1978, 4360 through 4365, 5400 through 5423, 5460 through 5465, 5700 through 5714, 6430 through 6456, 6600 through 6613, 9700, 9701, 9703, 9705, 9707 through 9717, 9719, 9721, 9723, through 9729, 9732, 9733, 9735 through 9737, 9739 through 9745, 9747, 9749, 9750, 9752, 9754, 9756, 9758, 9760, 9762 through 9767, 9769, 9771, 9772, 9774 through 9778, 9780, 9782, 9784, 9786, 9788, 9790, 9792, 9794, 9800 through 9822, 9824, 9826, 9828, 9830, 9850 through 9863, 9900 through 9926, 9929 through 9954, 9964 through 9977, 9980 through 9995.

3. When road passenger diesel units 9762 through 9830 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.

4. 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 (BN631661-631680)

5. **Handling 80 Foot or Longer Cars—**

Trailing tonnage may cause lateral forces on 80 foot or longer cars that could result in derailing such cars where the combination of grade and curvature exceed certain limits. Equipment listed below must be handled in the rear 50 cars and as near the caboose as practicable where such limits exist, except that where helper is used on rear of the train a buffer of 10 or more cars of less than 80 foot ahead of the caboose must be maintained.

When RCU (Remotely Controlled Units) are in operation, such cars must be placed behind RCU units and as near the caboose as practicable.

80-foot or longer flat cars empty or handling either a single loaded trailer, or empty trailers.

80-foot or longer flat cars handling container type units either loaded or empty.

80-foot or longer empty auto racks.

Territory where such restrictions are in effect are listed under each individual 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. **Pulpwood—**

Pulpwood loaded on open top cars, but not in accordance with Open Top Car Loading Rules, may be handled only in accordance with the following requirements:

Such loads shall not be moved in a train until inspected by the conductor who will determine that they are not overloaded or improperly loaded and are safe to move without loss of lading.

On Double Track—

SPEED OF TRAINS HANDLING SUCH LOADS WILL NOT EXCEED 20 MPH.

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Trains handling such loaded cars must not meet or be passed by trains, except work trains, between stations on opposite track of double track; must be standing when met or passed by passenger trains on opposite track at stations and if practicable must be standing when met or passed by freight trains on opposite track, but if not practicable will move at reduced speed. When meeting or passing work trains between stations one train must be standing when practicable.

Conductor will notify dispatcher when such loaded cars are to be handled in their trains and secure train orders that trains, except work trains, on opposite track will be held at next station until their train has arrived. Such loaded cars must be handled between stations only during daylight hours except in case of emergency, and when running between stations, a trainman must be stationed on the rear platform of the caboose to watch for pulpwood that may be lost from cars and obstruct the opposite track. In case of such obstructions prompt action must be taken to protect trains on the opposite track.

On Single Track—

Trains handling such loaded cars must be standing when meeting or being passed by passenger trains.

The foregoing requirements will not apply to pulpwood loaded in gondola cars, properly secured with side protection of wire mesh or boards in accordance with Open Top Car Loading Rules. Precautions to be observed in the handling of peeled pulpwood. Before picking up cars of peeled pulpwood from industry at any station, conductor must examine lading; if lading is not protected with woven wire to prevent sliding out on sides, or, when wire is not available, with boards and stakes, then car must not be moved from industry. The fact must be promptly reported by wire to the Superintendent.

If unpeeled pulpwood, end stakes must be placed vertically across both ends of car so as not to leave a gap or opening between the stakes. If car is loaded above the end stakes car must be refused and Superintendent notified.

8. **Rule 223**—Unless otherwise provided lights will not be displayed on train order signals on branch line subdivisions. Trains will be governed by the day indication of these train order signals.
9. **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.
10. When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when notified that a hotbox detector is out of service, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Conductors will determine frequency of such inspection, dependent upon visibility conditions, avoiding unnecessary delay to trains.
On former N.P. Railway trackage when a hotbox detector is out of service, the provisions of Rule 240-T, Pages 114-115 of Consolidated Code of Operating Rules will be suspended for defective equipment indicator associated with such hotbox detector.
11. At railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between opposing absolute signals unless coupled to other equipment that extends beyond one of the absolute signals.
12. When derailment, collision, fire or unforeseen occurrence takes place involving hazardous materials, such as explosives, flammable liquids, liquid petroleum, gases, radioactive or fissionable material, poisons or chemicals, conductor or other member of crew must check consist and/or waybills to determine if any such material is involved. If such material is involved, crew members must stay out of the danger area and guard against people entering the area, call Chief Dispatcher immediately and advise him of the materials and conditions and be governed by his instructions.
13. (a) **Remote Unit Operation**—
When remote controlled units are used in train, they must be placed in train approximately two-thirds back from head-end of train. Train tonnage will be limited by number of cars which may be handled over the various districts and tonnage ratings of the locomotive units used.
(b) **Repeater Relay Air Car Operation**—
When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

- | 1. Speed Restrictions—
Zone—Between | Maximum Speeds Permitted | |
|---|--------------------------|---------------|
| | Passenger | Freight |
| St. Paul and Minneapolis..... | 55 MPH. | 30 MPH. |
| First St. North, Minneapolis, and Lyndale Junction | 80 MPH. | 30 MPH. |
| Northtown and Van Buren St. N.E..... | 45 MPH. | 30 MPH. |
| Van Buren St. N.E. and Harrison St. N.E. | 20 MPH. | 20 MPH. |
| Minneapolis Jct. and First St. North, Minneapolis | 30 MPH. | 20 MPH. |
| First St. North and Northtown from 14th Ave. North..... | 30 MPH. | 30 MPH. |
| Eastward train and engine movements, on eastward passenger track, with or without cars, between Jackson St. overhead bridge and Third Street, St. Paul | 30 MPH. | 20 MPH. |
| Between East End Stone Arch Bridge and Minneapolis | 30 MPH. | 20 MPH. |
| Minneapolis Passenger Station, all tracks between West End Stone Arch Bridge, First St. North, C&NW Ry. crossing, and coach yard crossing | Reduced Speed | Reduced Speed |
| Minneapolis Passenger Station wye track | 8 MPH. | 8 MPH. |
| For movements between Home Signals of Interlocking at Mulberry Street: With the current of traffic on Main Tracks | 30 MPH. | 15 MPH. |
| Against the current of traffic on main tracks and on other than main tracks | 15 MPH. | 15 MPH. |
| Unless conditions require a further speed restriction, trains or engines moving against current of traffic on double track through interlockings, or making diverging movements through switches and crossovers | 15 MPH. | 15 MPH. |
| Trains and engines on track between east end of freight tracks, St. Paul and connection with Depot tracks, commonly known as Thumbs-Up..... | 5 MPH. | 5 MPH. |
2. **Bridge and Engine Restrictions**—
At Northern States Power Co., Riverside Plant. Engines are not permitted on trestle bridges.
 3. **Heavy Cars**—
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
40 ft. to 52.5 ft. in length263,000 lbs.
Over 52.5 ft. long315,000 lbs.
EXCEPT between White Bear and Stillwater maximum gross weight shall be 263,000 lbs.
First Street North—Northtown—315,000 lbs.....15 MPH.
 4. **Train Register Exceptions**—
St. Paul Passenger trains only
Westminster St. Tower Freight trains only
Minneapolis Jct. Freight trains only
Minneapolis Passenger Station .. Passenger trains register by ticket.
Northtown Trains not originating may register by ticket.
 5. **Clearance Provisions and Exceptions, Rule 83(B)**—
Northtown, First St. North, Lyndale Junction—Trains may proceed on authority of clearance under which they arrived.
Minneapolis Passenger Station—All first class trains must receive clearance.

6. **Close Clearances—**
At Minneapolis Passenger Station—
 At Minneapolis, between Plymouth Ave. North and Broadway Street North, the side clearance along the Omaha delivery track adjoining the main track and between the Omaha delivery and receiving tracks is not sufficient to permit men riding on side of cars at all points.
 Northtown, east end D yard, short side clearance between tracks 2 and 3 for distance of two hundred (200) feet from lead. Cars must not be left standing on track 2 within the above distance from lead and all employes should avoid standing between tracks 2 and 3 at that point when cars are moving on both tracks.
7. **Routing of Trains and Engines—**
 Switchtenders will route trains and engines at Minneapolis Passenger Station, First Street North, Second Street North, Lyndale Junction, Union Yard puzzles, West End Union "R" Yard, Minneapolis Junction East Wye, West Wye, Van Buren Street, and Northtown. Trains and engines will not proceed until proper signal is received from switchtenders to pass through or over switchtenders' territory, except one switch-tender will handle switchtender's assignments at Second and First Streets North, Minneapolis, during the hours of 10:30 p.m. to 6:30 a.m., and movements can be made through those territories on one proceed signal instead of two signals; and except at Van Buren Street between hours of 10:30 p.m. and 6:30 a.m. daily, all trains and engines moving through or into that switch-tender's territory will be required to line up their own routes.
8. **Minneapolis Passenger Station—**
Minneapolis—All trackage within switchtenders' limits from west end of Stone Arch Bridge east of depot extending through to eastward main track west of depot, and between First Street North and east leg of wye, will be considered depot station tracks of the Minneapolis Passenger Station, and while within these limits it will not be necessary to observe Rule 99.
 There is no superiority of trains on depot station tracks. All trains and engines, with or without cars, entering and leaving depot station tracks will move only on hand signal from switch-tenders and must approach and proceed within these limits at reduced speed expecting to find track occupied and be prepared to stop. A proceed signal from switchtender is no assurance that track ahead is clear.
 Before starting westward trains from Minneapolis Passenger Station, engineers will know way is clear at crossing beyond stop board before proceeding over the crossing, and the stop made by train in the west end of passenger station will be regarded as a stop for stop board at the west end of station.
 Train, engines or cars must not be moved over Railroad Crossing of the C&NW Ry. or the Minneapolis coach yard west of Minneapolis Passenger Station without flagman or member of crew in charge of movement first stationing themselves at crossing to prevent opposing movements. This rule not to apply to movements on freight tracks, which are covered by other rules.
9. **St. Paul Union Depot & Minnesota Transfer—**
 The Consolidated Code of Operating Rules, Edition of 1967, in addition to the following instructions will govern employes while operating on Minnesota Transfer Railway Co. and St. Paul Union Depot Company trackage:
- All trackage of the Minnesota Transfer Railway Company is defined as a system of tracks within yard limits over which movements must be made at reduced speed and are not authorized by timetable, or train order, but subject to prescribed signals and rules or special instructions. The limits of the Saint Paul Union Depot Company property extend from connection with the BN tracks at Third Street and connection with the CMStP&P-BN tracks opposite depot roundhouse, on the east, to connection with the C&NW Ry. and CMStP&P R.R. tracks at Robert Street on the west.
 - The timetable of the Saint Paul Union Depot Company is for information only. Employes of railroads using the tracks of this Company will be governed by current timetable of their respective Companies only as to arriving and departing time of trains.
 - Where in the rules of the Consolidated Code reference is made to trains, such rules will also apply to yard movements and engines.
 - Under Rule 10, the use of torpedoes is prohibited.
- Under Rule 11, burning fuses must not be used except in case of emergency and then only when held in hand and must be extinguished before leaving.
10. **The Following Rules Apply Only on The St. Paul Union Depot Company Property—**
- There is no superiority of trains within the limits of Saint Paul Union Depot Company property.
 - Within the limits of the Saint Paul Union Depot Company property trains and engines must move at reduced speed and must not exceed ten (10) miles per hour through crossovers, turnouts and puzzle switches. The entrance to and all movements on this property will be made only on authority of hand signals from switch tenders. No train or engine may foul any track or puzzle switch without authority of hand signals from switch tenders in control of such movements, except that short interior switching movements may be made through crossovers connecting shed tracks when authorized by train director. Any lead or track may be used for the make-up of trains on authority of train director. The movement of trains should be given preference.
 - When indicated by the ringing of the bell, flashing of headlight, hand or light signal that a train or engine is ready to move, the switch tender in charge of the shed track on which the movement is standing will handle as follows: at west end of station the switch tender will control the movement by hand or light signal; at the east end of station the switch tender will inform the train director, who will route the movement by instructions over the public address system. Switch tenders will be governed by these instructions, relaying such instructions by hand or light signal to the next switch tender in the direction of the movement, each must receive an acknowledgment before signalling the movement. Signals must not be acknowledged or acted upon unless the signal corresponds with instructions from the train director and is definitely understood.
 - When backing, the back-up air brake valve on passenger trains must be operated by the conductor, except in the movement of empty equipment, it may be operated by a competent trainman or yardman. When practicable, conductors must see that trainmen are stationed so hand or light signals may be used in case of an emergency. When backing a train, the engine brake valve must be in running position; an application of the brakes must be made with back-up brake valve before starting and it must be known that the brakes are in operative condition. Movement must not be started until the proper signal is given. A running test must be made with the back-up air brake valve before the train has moved 300 feet; if the running test is not made within 300 feet the engineer must stop the train and ascertain cause. The speed of train must not exceed eight (8) miles per hour and train must be under such control that it can be stopped short of train, or obstruction, and short of bumping post on stub tracks.
 - On trains arriving St. Paul Union Depot, conductor should see that all train personnel understand that all vestibule doors are to be kept closed until the train makes its final stop at station platform. Trainmen may have the upper portion of vestibule door open for purposes of observing the movement and to be in a position to give hand signals.
 - Headlights must be dimmed while on shed tracks.
 - Track 21, St. Paul Union Depot Company, will be governed by red light located under train shed and above Track 21 so as to safeguard all employes working in and about cars being unloaded on this track.
 When inbound cars are to be placed on this track or empty cars pulled off this track, Switch Foreman will get ahold of the St. Paul Union Depot Mail Foreman located in the vicinity of Track 21 to have red light extinguished and arrange to have all employes notified that the cars may be moved or coupled into and the movement will not be made until the red light is extinguished.
 - Due to close clearance, trains handling piggyback cars must not shove such cars under train shed.

11. **Minneapolis-St. Paul Terminal Area—**
The City ordinances of St. Paul and Minneapolis prohibit the unnecessary use of the engine whistle.
12. **Miscellaneous—**
Between St. Paul and Minneapolis Passenger Station, employes will not permit any part of their person to project beyond the sides of moving engines or cars.
On trains, engines or cars having windshields, windows, doors or ventilators that open outward same should be kept closed between St. Paul and Minneapolis.
On westward passenger track, engineers on moving engines will keep engine bell ringing passing Union Yard puzzle switches, located just west of St. Anthony Elevator, to 15th Avenue, S.E. Extra trains handling passengers may run ahead of first class trains between St. Paul and Minneapolis; between Minneapolis and Lyndale Jct.; and between Minneapolis and Northtown.
Trains using the Division Street interlocker at St. Paul Depot to back in, will not start their back-up movement until the rear brakeman is in the rear end of the rear car with the conductor to assist the conductor in observing the position of switches and signal indications.
All trains entering St. Paul Depot Company Trackage at Third Street will stop unless they receive a proceed signal from the Switchtender.
13. **Como Avenue Crossover Movements—**
There is no superiority of trains on the two passenger main tracks between the following locations. Between signal 2.3 (on the westward passenger main track) located about 800 feet east of Rice Street overhead bridge and signal 4.4 (on eastward passenger main track) located on Lexington Ave. overhead bridge. The 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 signal 2.3 and signal 4.4.
Before making a crossover movement at this location, a member of the crew must contact the operator at Westminster Tower and obtain his permission to make the movement. The switches then lined in their proper order following the instructions for the electric locked switches as posted at the electric lock.
14. Eastward freight trains at Lyndale Junction, and westward freight trains at First Street North, may run ahead of first class trains between those points after receiving proceed signal from switchtender.
15. **Lyndale Junction—**Eastward freight trains on Willmar line, having cars to set out at this point, will stop before passing eastward Absolute Signal to make set-out.
16. **At Lyndale Jct.—**If automatic block signal indicates Stop, after stopping, if a proceed signal is received from switchtender, train may proceed at restricted speed. This modifies rule 509 relative to calling the train dispatcher.
17. **Minneapolis Junction—**Train must stop before passing over the crossing of the Industry Track 460 feet East of Junction yard office, unless proceed signal is received from switchtender.
18. **Spring Switches—**
Without facing point lock:
(a) East leg of wye at Mississippi Street to track leading to 8th Street, St. Paul. Normal position is for west leg of wye.
(b) Four spring switches located at east end Minneapolis Junction Roundhouse.
(1) leading off Roundhouse lead to westward main line towards First St. North. Normal position is for main track.
(2) leading off Roundhouse lead to Main Line 4, opposite turn table. Normal position is for main track.
(3) leading off Roundhouse lead to Main Line 4, opposite yard office. Normal position is for main track.
(4) East end Roundhouse lead opposite yard office. Normal position is for east lead #2.
- With facing point lock:
(a) East end of eastward freight track near Fourth Street, St. Paul. Normal position is for westward freight track.

The above 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) of the Consolidated Code of Operating Rules.

19. **Automatic Interlocking Not Indicated In Time Table—**
MinneapolisMulberry Street crossing
If a train is stopped at an absolute signal and no immediate conflicting train movement is evident, trainman may signal train to proceed over crossing, after making certain that conflicting Absolute Signals indicate Stop.
20. **Manual Interlocking Not Indicated In Time Table—**
St. Anthony Park, just east of Eustis St. bridge
21. **Manual Interlocking with Dual Control Switches—**
Westminster StreetSt. Paul
St. Anthony TowerMinneapolis
15th Avenue S.E.Minneapolis
Boom IslandMinneapolis
Westminster Street—Between the absolute signal limits of Westminster Street Interlocking, train or engine movements may be made in either direction, ON EITHER PASSENGER TRACK, by signal indication.
To insure safe movement on descending grade, trains and engines using eastward freight track at Westminster Street Interlocking must stop at eastward absolute signal located about 200 feet west of Tower. This signal governs movement over safety derail and will not be changed to indicate Proceed until stop is made.
For movements on the Passenger or Freight Tracks, the interlocking limits of Westminster Street Interlocking, include all trackage between the eastward absolute signal located approximately 850 feet west of Mississippi Street overhead bridge and the westward absolute signal located approximately 900 feet west of Third Street overhead bridge.
Telephones for communication are located at the absolute signals, in bungalows, and in switchtender's shanty near Third Street.
15th Avenue S.E. is controlled from St. Anthony Tower Interlocking. Telephones for communication are located in booths near the east and west interlocking limits.
22. **At 14th Avenue Interlocking—**
The Soo Line Junction switch and the main to main crossover at 14th Avenue are equipped with dual control switch machines controlled by the Soo Line train dispatcher at Shoreham. A direct telephone to the Soo Line dispatcher is provided in the west entrance of the steel bungalow at the junction.
If communication with the Soo Line dispatcher fails, emergency release push buttons are provided in a steel cabinet mounted on the exterior west wall of the steel bungalow. Instructions for operation under emergency conditions when communication has failed are posted on the inside of the door of the steel instrument cabinet.
- Diamond Iron Works Spur—**
Switch for the Diamond Iron Works Spur is located 352 feet west of the westerly limits of the 14th Avenue North Interlocking in the eastward track. This switch and the derail in the spur track south of the Soo Line tracks are equipped with electric switch locks under the control of the Soo Line dispatcher.
23. **Semi-Automatic Interlockings Not Indicated In Time Table—**
St. Paul.....Fair Grounds Spur with A Line.
Train movements over the crossing will be governed by manually operated gates together with standard 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 a switch lock.
HopkinsC&NW Ry. Crossing.
Train and engine movements over the crossing will be governed by “Stop” signs located each side of crossing, and by manually operated crossing gates, with red lights, normally set and elec-

trically locked across BN track. See instructions posted in box locked with a switch lock.

24. **At Mulberry Jct.**—A telephone is located on pole adjacent to wye track. Conductors, switch foremen and engineers of light engines before entering Second Subdivision must call train dispatcher, Minneapolis, on telephone, and ascertain if all first-class trains due have passed.

25. **At Northtown**—Switchtender territory extends from Soo Line overhead bridge to six hundred (600) feet east of Thirty-third Avenue N.E. overhead bridge. Eastward trains moving via First Subdivision are not governed by Stop sign located east of Soo Line overhead bridge.

Time applies at switchtender's territory.

Automatic block signal located at switch tenders territory may be operated by the operator at train order office to indicate Stop when a movement against the current of traffic on the westward track is to be made to that point. Trains stopped by this signal will be governed by instructions of the switch tender or may use telephone located in old yard office to obtain necessary information.

26. **Business Tracks Not Shown as Station in Time Table**—

Name	Location	Capacity	Switch Opens
Hopkins	MP 17	Conn	East End
	Willmar Line		

27. **Passenger Tracks:**

Two right hand main tracks between Third Street, St. Paul, and St. Anthony Tower.

Two left hand main tracks between St. Anthony Tower and Union Yard Puzzles.

Freight Tracks:

Two left hand main tracks between Third Street, St. Paul, and St. Anthony Tower.

Two right hand main tracks between St. Anthony Tower and Union Yard puzzles.

Passenger and Freight Tracks:

Both main tracks between First Street North, Minneapolis, and Northtown, via Minneapolis Junction.

Four tracks designated below between First Street North, Minneapolis, and Lyndale Junction:

No. 1, Westward main track for G.N. passenger and freight trains.

No. 2, Eastward main track for G.N. passenger and freight trains.

No. 3, Westward running track for freight trains.

No. 4, Eastward running track for freight trains.

28. Loaded tri-level and bi-level cars and other high loads exceeding 18 feet must be handled on Main Line 1 only under Central Avenue and Broadway Bridges at Mpls Jct.

2. **Bridge and Engine Restrictions:**

Series 5600, 5700 and 6400 diesel engine units White Bear to Stillwater.....Not Permitted

3. **Heavy Cars**

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length220,000 lbs.

40 ft. to 52.5 ft. in length263,000 lbs.

Over 52.5 ft. long315,000 lbs.

EXCEPT between White Bear and Stillwater maximum gross weight shall be 263,000 lbs.

White Bear Lake—3rd Street—315,000 lbs.....15 MPH.

4. **Train Register Exceptions**—

At Gloster, trains will register when directed to do so by train order.

White Bear Lake—For trains to or from Stillwater.

At Stillwater, conductors of trains and enginemen of light engines will fill out register ticket, covering their arrival and departure and will deliver to the operator at White Bear Lake.

5. **Clearance Provisions and Exceptions Rule 83(B)**—

At 3rd Street, CMStP&P trains originating will be governed by clearance furnished at CMStP&P Yard. BN trains will be governed by clearance furnished at Union Depot or Dayton's Bluff. Stillwater and Gloster.

6. **White Bear Lake** will not be considered an initial station for through trains moving to or from Lake Division Second Subdivision to or from Twin Cities Terminal Second Subdivision. Train order signal governs only these trains.

7. **At 3rd Street, St. Paul**—

All train and engine movements, including first class trains over these tracks are controlled by switchtenders at 3rd Street and Operator at Division Street.

8. **West of 4th St. Bridge**—All eastward trains off 2nd Subdivision using crossover to westward main track of East Side Line of 3rd Subdivision will stop and proceed upon signal from 3rd Street Switchtender.

9. **Between 3rd Street and Claymont**—

Ruling grade descending: Eastward 1.9%

The use of retainers will not be required on trains handled by Diesel-electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition, nor on trains of 1000 tons or less.

Trains handled by locomotives equipped with brake pipe maintaining feature must use the maintaining method of braking on mountain grade.

Engineer on Eastward trains must adjust feed valve on engine to obtain 90 pounds brake pipe pressure following stop for grade crossing at Gloster.

If retaining valves are required, engineer will determine minimum number to be used.

10. **At Gloster**—

Siding is west of Soo Line crossing.

The normal position of the Soo Line connection switch on the siding is for the Soo Line connection.

Run around track east of Soo Line crossing has capacity for 12 cars.

Westward trains waiting for a meet will stay east of signal 44 at Gloster and east of Larpenteur Avenue.

A train register and telephone to the BN dispatcher has been installed in a booth located at west end of Soo Line connection at Gloster.

Soo Line train orders authorizing eastward movements from Gloster will be delivered at White Bear Lake or relayed to a station between Rush City and White Bear Lake.

Normal position of crossing gates will be against Soo Line train movements. Soo Line crews will be required to handle the gates protecting crossing at Gloster and restore in normal position.

Eastward trains enroute to Mississippi Street required to wait at the stop board in excess of 2 minutes for clearance prior to

TERMINAL (TC) DIVISION SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	All Trains
St. Paul and White Bear Lake.....	50 MPH.
White Bear Lake and Stillwater	20 MPH.
Diesel Engine Units and cars in excess of 248,000 lbs. between White Bear Lake and Stillwater.....	15 MPH.
At St. Paul, between East 7th Street and 3rd Street..	15 MPH.
At Gloster, eastward trains over end of siding hand-throw switch	15 MPH.
At White Bear Lake, all movements over State Highway No. 61	5 MPH.
Approach and move over 4th St. crossing at Reduced Speed.	

entering Soo Line main track and whose trains are clear of the main track, will extinguish head light.

To avoid unnecessary operation of crossing signals and gates at County Road B, section of track between crossing signal start signs should be occupied only when necessary.

11. **At M&D Jct.**—Normal position of west switch of wye will be lined for through movement on siding. Siding extends to White Bear Lake.
12. **At White Bear Lake**—
Westward trains making stop at the passenger station must stop with engines or cars east of "Crossing Signal Restart" sign located on south side of track 100 feet east of Fourth Street crossing.
Cars must not be left on siding within 300 feet of Fourth Street crossing.
Normal position of west switch of crossover at Ramaley Avenue will be lined for through movement on siding. Siding extends from M&D Jct. to White Bear Lake.
Westward extra trains picking up in New Yard will cut off far enough east of Ramaley Avenue so as not to foul the ringing section of the automatic crossing signals on that avenue.
When trains will be delayed more than ten (10) minutes, crossings must be opened promptly.
- At White Bear Lake, New Yard**—Conductors on transfers moving via Fifth and Third Subdivisions will call train dispatcher Minneapolis, on telephone, immediately before departure.
13. **From Summit to Stillwater**—
Ruling grade descending: Westward 1.8%
The use of retainers will not be required on trains handled by Diesel-electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition.
Trains handled by locomotives equipped with brake pipe maintaining feature must use the maintaining method of braking on mountain grade.
If retaining valves are required, engineer will determine minimum and Conductor will use any additional number that he considers necessary.
14. **Yard Limits**—
3rd Street Yard St. Paul to yard limit sign west of Gloster.
15. **Close Clearances**—
St. Paul Yard, overhead bridge at Omaha crossing, and tunnels under 7th Street, located 700 feet west of Third Street, will not clear a man on side of car. Minnehaha and Reaney Street bridges, opposite Hamm's Brewery, will not clear a man on top of car.
16. **Handling 80 Foot or Longer Cars**—
(See all Subdivision Special Instructions)
3rd St. to White Bear, MP 0-1 inc.

TERMINAL (TC) DIVISION

THIRD SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted	
	Passenger Trains	Freight Trains
Mississippi St. Tower and 7th St. (West Side line) and 3rd St. (East Side line).....	20 MPH.	15 MPH.
Mississippi St. Tower and First St. North	35 MPH.	35 MPH.
	All Trains	
Except Lafayette Ave. and 7th St. Bridge (West Side line)	8 MPH.	
23rd Ave. S.E. and 20th Ave. So. (Minneapolis).....	25 MPH.	
29th Ave. S.E. and 1st Ave. S.E. over crossings.....	20 MPH.	
At Mississippi Street Interlocking.....	12 MPH.	
2. **Bridge and Engine Restrictions**—
250-ton wrecking cranes or heavier over timber trestles and over the following bridges:
Bridge 7, Raymond Ave. and Bridge 7-1, Bayless Ave.
Line A

3. **Heavy Cars**—
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
40 ft. to 52.5 ft. in length263,000 lbs.
Over 52.5 ft. long315,000 lbs.
EXCEPT between White Bear and Stillwater maximum gross weight shall be 263,000 lbs.
Between 3rd Street—Northtown
St. Anthony Park Jct.—20th Avenue South—
315,000 lbs.15 MPH.
4. **Train Register Exceptions**—
St. Paul, Telegraph Office at Union Depot, first class and extra passenger trains only.
Mississippi Street Tower, for trains originating or terminating.
5. **Clearance Provisions and Exceptions Rule 83(B)**—
At 7th Street, Mississippi Street Yard, Soo Line Jct., 6th Ave. South, 3rd Ave. North and First Street North.
At Mississippi St. BN trains via Soo Line Trout Brook Jct. to Gloster secure BN and Soo Line clearance at Mississippi St. Tower.
6. **St. Paul Union Depot & Minnesota Transfer**—
The Consolidated Code of Operating Rules, Edition of 1967, in addition to the following instructions will govern employes while operating on Minnesota Transfer Railway Co. and St. Paul Union Depot Company trackage:
 - (a) All trackage of the Minnesota Transfer Railway Company is defined as a system of tracks within yard limits over which movements must be made at reduced speed and are not authorized by timetable, or train order, but subject to prescribed signals and rules or special instructions. The limits of the Saint Paul Union Depot Company property extend from connection with the BN tracks at Third Street and connection with the CMStP&P-BN tracks opposite depot roundhouse, on the east, to connection with the C&NW Ry. and CMStP&P R.R. tracks at Robert Street on the west.
 - (b) The timetable of the Saint Paul Union Depot Company is for information only. Employes of railroads using the tracks of this Company will be governed by current timetable of their respective Companies only as to arriving and departing time of trains.
 - (c) Where in the rules of the Consolidated Code reference is made to trains, such rules will also apply to yard movements and engines.
 - (d) Under Rule 10, the use of torpedoes is prohibited.
 - (e) Under Rule 11, burning fuseses must not be used except in case of emergency and then only when held in hand and must be extinguished before leaving.
7. **The Following Rules Apply Only on The St. Paul Union Depot Company Property**—
 - (a) There is no superiority of trains within the limits of Saint Paul Union Depot Company property.
 - (b) Within the limits of the Saint Paul Union Depot Company property trains and engines must move at reduced speed and must not exceed ten (10) miles per hour through crossovers, turnouts and puzzle switches. The entrance to and all movements on this property will be made only on authority of hand signals from switch tenders. No train or engine may foul any track or puzzle switch without authority of hand signals from switch tenders in control of such movements, except that short interior switching movements may be made through crossovers connecting shed tracks when authorized by train director. Any lead or track may be used for the make-up of trains on authority of train director. The movement of trains should be given preference.
 - (c) When indicated by the ringing of the bell, flashing of headlight, hand or light signal that a train or engine is ready to move, the switch tender in charge of the shed track on which the movement is standing will handle as follows: at west end of station the switch tender will control the movement by hand or light signal; at the east end of station the switch tender will inform the train

director, who will route the movement by instructions over the public address system. Switch tenders will be governed by these instructions, relaying such instructions by hand or light signal to the next switch tender in the direction of the movement, each must receive an acknowledgment before signalling the movement. Signals must not be acknowledged or acted upon unless the signal corresponds with instructions from the train director and is definitely understood.

- (d) When backing, the back-up air brake valve on passenger trains must be operated by the conductor, except in the movement of empty equipment, it may be operated by a competent trainman or yardman. When practicable, conductors must see that trainmen are stationed so hand or light signals may be used in case of an emergency. When backing a train, the engine brake valve must be in running position; an application of the brakes must be made with back-up brake valve before starting and it must be known that the brakes are in operative condition. Movement must not be started until the proper signal is given. A running test must be made with the back-up air brake valve before the train has moved 300 feet; if the running test is not made within 300 feet; if the running test is not made within 300 feet the engineer must stop the train and ascertain cause. The speed of train must not exceed eight (8) miles per hour and train must be under such control that it can be stopped short of train, or obstruction, and short of bumping post on stub tracks.
- (e) On trains arriving St. Paul Union Depot, conductor should see that all train personnel understand that all vestibule doors are to be kept closed until the train makes its final stop at station platform. Trainmen may have the upper portion of vestibule door open for purposes of observing the movement and to be in a position to give hand signals.
- (f) Headlights must be dimmed while on shed tracks.
- (g) Track 21, St. Paul Union Depot Company, will be governed by red light located under train shed and above Track 21 so as to safeguard all employes working in and about cars being unloaded on this track.
When inbound cars are to be placed on this track or empty cars pulled off this track, Switch Foreman will get ahold of the St. Paul Union Depot Mail Foreman located in the vicinity of Track 21 to have red light extinguished and arrange to have all employes notified that the cars may be moved or coupled into and the movement will not be made until the red light is extinguished.
- (h) Due to close clearance, trains handling piggyback cars must not shove such cars under train shed.

8. Minneapolis-St. Paul Terminal Area—

The City ordinances of St. Paul and Minneapolis prohibit unnecessary use of the engine whistle.

9. At Mississippi Street Interlocking—(Connection of East and West Side Lines.)

Whistle signal for routes as follows:

Eastward movements from main track to

West Side Line	Two Long
East Side Line	Three Long
Round House	Four Long
Diesel House	Five Long

Westward movements from East Side Line to:

Main Lines	One Long
Back Lead	Two Long

Westward movements from West Side Line to:

Main Lines	One Long
Back Lead	Two Long

Eastward movements from Mississippi Street Yard to:

West Side Line	Two Long
East Side Line	Three Long

10. At St. Anthony Park Junction Interlocking—

Enginemmen will call for routes as follows:

Straight Main Line east or west (Line A)	One long.
Line A to Line B westward track	Two long.
Line A to eastward track Line B	Three long.
Line B to Line A eastward track	One long.

11. Special Instructions for 18th Ave. N.E. Minneapolis Automatic Interlocking—

Trains using Mulberry Line must Stop within one hundred (100) feet of the interlocking signals and wait for two (2) minutes for time relay to operate before smashboards and signal will indicate Proceed. If the smashboards do not clear and signal does not indicate Proceed after two minutes have elapsed, and no train is approaching on an opposing line, trainman shall go to the crossing and operate the hand release. After operating release, wait two (2) minutes and if the interlocking signal does not indicate Proceed and no immediate conflicting train movement is evident, the trainmen at the crossing, after placing themselves in position to flag any train movement on the conflicting line, may hand signal their train to proceed over the crossing.

A special track circuit in operation on the Mulberry Line within interlocking limits requires all train movements to be completed.

12. At 3rd Street, St. Paul—BN double track switch is protected by a derail and color light signal on eastward main track. All eastward trains picking up or setting out cars must leave their train west of the derail.

Switch indication lights indicate position of switch points for the crossover between the East Side Line and Track No. 4. These switch indicator lights are located at each end of the crossover and display indications in both directions.

When crossover is lined for crossover moves, an indication of red over yellow is displayed.

A red indication is displayed when switch points are open or not properly locked. Movements over these switches must then be made only after switchtender has inspected the switches.

Trains moving against the current of traffic on the westward track of the East Side Line will approach the crossover west of 4th Street Bridge between the East Side Line (westward track) and the Second Subdivision expecting to find it in use and will stop short of the fouling point of the crossover unless given a proceed signal by 3rd Street switchtender.

All train and engine movements, including first class trains over these tracks are controlled by switchtenders at Third Street. Movements will only be made on proceed signal from switchtenders.

All trains and engine movements including first class trains over these tracks are controlled by switchtenders at 3rd Street and Operator at Division Street.

Stop boards governing the movement of trains or engines either entering or moving on Burlington Northern Inc. trackage may be passed without stopping upon receipt of a proceed signal from Burlington Northern Inc. switchtender at 3rd Street.

Rule 98(A) of the Consolidated Code of Operating Rules edition of 1967 is modified accordingly.

13. Loaded and empty tri-level cars and loaded bi-level cars must not be handled on eastward track between Third Street and Mississippi Street.

14. At Soo Line Jct.—Soo Line crews desiring to make reverse movements between Soo Line Jct. and switch of west leg of wye at Trout Brook Jct. before entering the main track will call operator at Mississippi Street Tower and ascertain if any transfers are moving over westward track, between Mississippi Street Tower and Soo Line Jct. Movement must then be protected as per Rule 99.

15. At Como Ave. and Como Place—Crossings, where automatic electric signals are installed, engine whistles must not be sounded except to prevent accidents.

16. At Union—All eastward and westward trains going to or coming from Union Yard must call operator St. Anthony Park Jct. on phone and obtain permission to cross over.

17. At Eustis Street Yard—All trains must call St. Anthony Park Jct. operator on phone located on pole at old yard office location and obtain permission to cross over before fouling either the eastward or westward main track. In order to prevent cars

running out over the derails at the west end of Eustis Street Yard, the hand brakes must in all cases be set on the first six (6) cars from the west end of each track. Yard foremen will be held responsible for knowing this is done.

18. Between Eustis Street and 25th Avenue S.E. engine bell will be kept ringing while engine is in motion.
19. Line B, double track line (no automatic block signals), is a switching and alternate route between St. Anthony Park Jct. and Northtown, via East Minneapolis.
20. At Park Jct.—When cars are set out in the Eastbound Yard, sufficient hand brakes must be set to prevent cars running out at west end. Also when trains or portions of trains are left standing on the main track while cars are being set out or picked up, air must first be set before cutting off engine or cars.
21. Close Clearances—
Account no clearance 89 foot bulkhead flat cars cannot be handled through Westminster Street Tunnel on West Side line between 7th Street and Mississippi Street Tower.
Loaded tri- and bi-level cars must not be handled on eastward track between Third Street and Mississippi Street Tower, St. Paul.
At St. Paul, short clearances for man on side of car:
Lafayette Ave. bridge on East and West Side Lines, stone wall west of Lafayette Ave. bridge on East Side Line and stone wall along diagonal track, 4th Street Yard.
At St. Paul, tunnels on East and West Side Lines will not clear a man on side or top of car.
At Southeast Minneapolis, three overhead cranes are located on spur to Lewis Bolt and Nut Co. galvanizing plant. Employees must not ride on top of cars approaching or moving under the overhead trolley beams. Beams will not clear a man on top of box car or high load.
22. Crossovers Not Indicated in Time Table—
Maryland Street, Chatsworth Street, 27th Ave. South East, East end Mississippi River bridge, 19th Ave. South, 10th Ave. South, 8th Ave. South, 7th Ave. South, 6th Ave. South, 2nd Ave. North.
23. Derail Switches—
St. Paul, East Side line, eastward track near 4th Street Bridge.
24. 20th Ave. South to 3rd Ave. North Is Yard Limit Territory and the Following C&NW Special Rules Govern Main Track Movements, Superseding All Other Rules and Instructions Inconsistent Therewith—
All trains and engines must move at reduced speed between 3rd Avenue North and 20th Avenue South.
At crossings with tracks of Minneapolis Eastern Railway Company between 1st and 2nd Streets South, Minneapolis, all trains and engines on Minneapolis Eastern tracks must stop and then proceed over these crossings under flag protection. All other trains and engines must approach these crossings expecting to find them occupied.
Switch engines must be prepared to clear main track without delay to regular trains and transfers.
Movements between 3rd Avenue North and 1st Street South will be governed by automatic block signals; the end of track section protected by automatic block signals is indicated by sign post reading, "END BLOCK". Signals are of the color light type, one light only should appear at any one time. A green light indicates track clear, proceed. A yellow light indicates Caution, approach next signal or end of block at restricted speed. A red light indicates STOP, train must be brought to a full stop before any part of the train or engine passes the signal and may then proceed.
Train and engine crews will handle their own switches for all movements at Third Avenue North Minneapolis. The Burlington Northern main tracks must not be fouled or movement started until switches connected with the movement are properly lined and a proceed signal is received from the BN switchtender at First Street.
Trains, transfers and engines will register, by register ticket, at Railway Transfer Yard Office.

TERMINAL (TC) DIVISION

FIFTH SUBDIVISION

1. Speed Restrictions—
Zone—Between Maximum Speeds Permitted
East Minneapolis and M&D Jct. 30 MPH.
2. Heavy Cars—
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
40 ft. to 52.5 ft. in length263,000 lbs.
Over 52.5 ft. long315,000 lbs.
Between M&D Jct.—East Minneapolis—315,000 lbs.....20 MPH.
3. Clearance Provisions and Exceptions Rule 83(B)—
M&D Jct. and East Minneapolis.
4. At East Minneapolis—Normal position of east wye switch, east of Broadway crossing, will be for the Third Subdivision main track.
5. At Broadway Street N.E.—A "CROSSING SIGNAL START" sign has been placed at the beginning of the westward crossing signal start, which is located 550 feet east of the crossing. Trains and engines switching across this crossing will stop east of this sign and will not leave cars standing between this sign and the crossing.
6. At M&D Jct.—Normal position of east switch of wye will be lined for through movement on siding.
Second Subdivision instructions govern.

TWIN CITIES DIVISION

FIRST SUBDIVISION

1. Speed Restrictions—
Zone—Between Maximum Speeds Permitted
Passenger Freight
Northtown and Staples..... 75 MPH.
Against the current of traffic on double
track 59 MPH. 49 MPH.
At St. Cloud trains picking up or putting off US Mail.. 45 MPH.
2. Heavy Cars—
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
40 ft. to 52.5 ft. in length263,000 lbs.
Over 52.5 ft. long315,000 lbs.
3. Train Register Exceptions—
At Northtown, first class and extra passenger trains will register by ticket.
At Coon Creek, Lake Division trains and at Elk River, Tenth Subdivision trains will register by ticket.
4. Clearance Provisions and Exceptions Rule 83(B)—
At Northtown, westward first class trains will not require clearance if train order signal indicates proceed.
At Coon Creek, eastward first class trains from Lake Division will not require clearance if train order signal indicates proceed.
Elk River.
At East St. Cloud trains from Eighth Subdivision secure clearance at "DX" office St. Cloud.
In CTC Territory—Rule 83 (B) will not apply when so authorized by the train dispatcher.

TWIN CITIES DIVISION

SECOND SUBDIVISION

5. Spring Switches—

Northtown—west end of running track connecting with westward track, not equipped with facing point lock.

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.

Unless otherwise specified, the normal position of spring switches is for main track.

When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.

Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.

6. At Northtown—Switchtender territory extends from Soo Line overhead bridge to six hundred (600) feet east of Thirty-third Avenue N.E. overhead bridge. Eastward trains moving via Twin Cities Terminal First Subdivision are not governed by Stop sign located east of Soo Line overhead bridge.

Time applies at switchtender's territory.

Automatic block signal located at switch tenders territory may be operated by the operator at train order office to indicate Stop when a movement against the current of traffic on the westward track is to be made to that point. Trains stopped by this signal will be governed by instructions of the switch tender or may use telephone located in old yard office to obtain necessary information.

7. At Coon Creek—Eastward governing signal of interlocking is connected with the train order signal and will display Approach aspect when train order signal is displayed as stop signal or 19 order signal.

8. At St. Cloud—Passenger train backup movements. Air Brakes must be controlled by trainman using backup airbrake valve and whistle.

Unless otherwise authorized by train dispatcher trains and engines working on eastward track east of Interlocking limits must be clear of eastward track when No. 27 is due to arrive St. Cloud.

9. At Sartell—Eastward trains using the east switch of the eastward siding for switching, will leave their train west of the crossing signal restart sign located approximately 900 feet west of the east switch.

10. At Little Falls—A City Ordinance prohibits blocking any street crossing for longer than 10 minutes. To comply with this Ordinance, the following will be observed with particular emphasis on Broadway Street Crossing (Highway No. 10).

Train and engine crews of trains performing station work at Little Falls, will, at the earliest opportunity, inform themselves of the work to be done. Such work to be arranged and performed in such a manner as to cause the least possible disruption to vehicular traffic. Except in emergency, no crossings are to be blocked by standing trains or continuous switching moves more than 10 minutes, and less if practicable.

Operators at Little Falls will be responsible insofar as they have knowledge for informing trains in advance of arrival, the number of cars to be picked up or other station work to be performed. This, however, will not relieve crew members of responsibility for ascertaining this information.

Engineers of eastward extra trains making pickup will stop their trains a sufficient distance from Roadway Crossing to insure crossing will not be blocked when cars are added to the train.

Trains being met or passed at Little Falls will stay clear of Broadway Crossing, stopping if necessary until all vehicular traffic held by proceeding train has been allowed to clear the crossing.

11. At Staples—Fargo Division instructions govern.

12. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

1. Speed Restrictions—

Maximum Speeds Permitted

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 through No. 20 turnouts at following locations:

End of double track at Wayzata.

Wayzata, east and west switches.

End of two main tracks at MP 98 and MP 105.

Crossover just west of stockyards at Willmar and east crossover switch at Benson.

Delano, east and west switches.

Howard Lake, east and west switches.

Cokato, east and west switches.

Dassel, east and west switches of control siding.

Litchfield, east switch of control siding.

Atwater, east and west switches.

Kerkhoven, east and west switches.

Benson, east switch of control siding.

Clontarf, east and west switches.

Morris, east and west switches.

Donnelly, east and west switches.

Herman, east and west switches.

Norcross, east and west switches.

Campbell, west switch.

MP 212, east switch of control siding.

2. Heavy Cars—

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length220,000 lbs.

40 ft. to 52.5 ft. in length263,000 lbs.

Over 52.5 ft. long315,000 lbs.

3. Train Register Exceptions—

Willmar, register is for freight trains only.

4. Clearance Provisions and Exceptions Rule 83(B)—

All trains must obtain clearance at Willmar.

At Lyndale Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

Westward Fargo Division trains via Third Subdivision will require Soo Line RR clearance at Breckenridge.

Westward trains off Fargo Division will not require a clearance at Aberdeen Line Jct.

5. Speed Test Boards—

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward trains, between MP 18.75 and MP 19.75 five miles east of Wayzata.

Eastward trains, between MP 87 and MP 86 two miles west of Grove City.

Westward trains between MP 110 and MP 111 one mile west of Pennock.

Eastward trains between MP 205 and MP 204 two miles east of Doran.

6. Manual Interlockings Not Indicated at Station—

Fargo Division crossing.....1.58 miles east of Breckenridge
Remotely controlled by operator at Breckenridge.

7. Automatic Interlockings Not Indicated at Station—

Soo Line RR crossing.....2.17 miles west of Tintah

8. **Crossovers on Double Track and Two Main Tracks Not Indicated at Station—**
Trailing Point
Mile Post 15.....400 feet west of.
Mile Post 19.....700 feet west of.
9. **Instructions Governing Operation of Train and Engines within Centralized Control System—**
Two main tracks known as—NORTH MAIN and SOUTH MAIN—extends between the following points:
MP 98 and MP 105.
Willmar is the control station for CTC under the supervision of train dispatcher.

The Following Signals Are Located to the Left of the Track Which They Govern—
Eastward on North Main Track:
Signal 99.4.
Westward on South Main Track:
Signal 99.5.
Benson:
Double crossover at MP 132 for westward movements from Main Track to controlled siding—and for eastward movements from controlled siding to Main Track.
Morris:
Eastward governing absolute signal on siding at east end of siding.
10. **Main Track Switch Not Equipped with Electric Lock—**
Maple Plain—Paper Products Spur. Rule 268 (A) applies.
11. **Lyndale Jct.—**Eastward freight trains on Willmar Line having cars to set out at this point will stop before passing eastward Absolute Signal to make setout.
12. **Lyndale Jct.—**If automatic block signal indicates Stop, after stopping, if a proceed signal is received from switch tender train may proceed at restricted speed. This modifies Rule 509 of the Consolidated Code of Operating Rules relative to calling the train dispatcher.
All movements on house track over State Aid road No. 11 just west of depot Campbell, all movements on industry track over 4th Street Crossing Donnelly and 4th Street Crossing Waverly must be protected by flagman.
13. **At Wayzata—**When switching over Barry Avenue Crossing, or when standing on either main track, and a train is approaching on adjacent track, a member of the crew standing at the station will protect the crossing on the ground.

TWIN CITIES DIVISION

THIRD, FOURTH, SEVENTH AND NINTH SUBDIVISIONS

1. Speed Restrictions—	
Zone—Between	Maximum Speeds Permitted
Morris and Browns Valley.....	35 MPH.
Wayzata and Hutchinson	25 MPH.
Willmar and Sioux City	49 MPH.
Garretson and Sioux Falls.....	30 MPH.
Sioux Falls and Yankton.....	25 MPH.
Between Absolute Signals of Interlockings at:.....	20 MPH.
Clara City.	
Hanley Falls.	
C&NW Ry. Crossing 6.68 miles west of Hills.	
Hills.	
Wren Tower.	
CMStP&P RR crossing 1.13 miles east of Sioux City.	
Sioux Falls.	
Lennox and Davis.	

Garretson, within city limits.....	20 MPH.
IC RR Crossing, 2.89 miles east of Sioux City.....	10 MPH.
Sioux Falls, within city limits.....	15 MPH.
Approaching 6th and 8th St. crossings.....	6 MPH.
Yankton, CMStP&P RR crossing.....	10 MPH.
Raymond—through Village	25 MPH.
85 MPH.—Trains or engines through turnouts at following location:	
Sioux City, east switch 26th street yard.	

2. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
40 ft. and over.....263,000 lbs.
EXCEPT Sioux Falls to Yankton.....220,000 lbs.
3. **Train Register Exceptions—**
Garretson, Register only for trains originating and terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
All trains must obtain Clearance at Garretson and Sioux Falls.
5. **Speed Test Boards—**
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Eastward trains, between MP 7 and MP 8 between Priam and Raymond.
Westward trains, between MP 121 and MP 122 between Jasper and Sherman.
Eastward trains, between MP 184 and MP 185 between Garretson and C&NW Ry crossing.
Westward trains, between MP 208 and MP 209 between Merrill and Wren Tower.
6. **Automatic Interlockings Not Indicated At Station—**
CMStP&P RR crossing.....1.4 miles west of Granite Falls
C&NW Ry. crossing.....0.3 miles west of Hanley Falls
C&NW Ry. crossing.....6.6 miles west of Hills
IC RR crossing.....0.3 miles east of Hills
CRI&P RR crossing.....0.2 miles east of Lester
CMStP&P RR crossing.....1.1 miles east of Sioux City
C&NW Ry. crossing.....3.9 miles west of Sioux Falls
CMStP&P RR crossing.....0.2 miles west of Lennox
C&NW Ry. crossing.....3.5 miles west of Davis

Granite Falls, push button controls are located on west end of depot, at crossover switches, at west siding switch, and on westward absolute signal. Trains and engines occupying main track at depot or lining west siding switch or crossover switches, for movements out of siding automatically set up route for westward movement through interlocking at CMStP&P crossing, provided no conflicting movement on CMStP&P track, and will hold this set up for a period of approximately four minutes, after which, if route is not used, automatic interlocking control can be taken away by CMStP&P trains or engines approaching crossing. If a westward train occupies main track at depot for meeting trains or station work for a period in excess of four minutes, trainman must operate push button at depot or at crossover switches to obtain interlocking route. If a westward train occupies main track between westward approach and absolute signals for a period in excess of four minutes, trainman must operate push button at east siding switch or on absolute signal to obtain interlocking route. Push button boxes must be kept closed and locked except when in use.
7. **Semi-Automatic Interlockings Not Indicated at Station—**
M.W. Ry. crossing.....0.4 miles west of Clara City
8. **Railroad Crossings Protected by Gates Not Indicated at Station—**
I.C. RR crossing.....2.8 miles west of Sioux City
Normal position is clear for BN.
CMStP&P RR crossing.....0.8 miles east of Yankton
Normal position is clear for BN.

- CMStP&P RR crossing.....1.41 miles east of Yankton
Normal position is stop for BN.
9. Pipestone, trains and engines using CRI&P main track between BN interchange track switch and west end of CRI&P siding, must move at reduced speed, and must be governed by current operating rules and timetable of CRI&P Ry.
 10. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between stations on the Fourth, Seventh and Ninth Subdivisions.
 11. At Sioux City—Lincoln Division Instructions Govern.

TWIN CITIES DIVISION

FIFTH AND SIXTH SUBDIVISIONS

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|---|--------------------------|
| Zone—Between | Freight |
| Benson and Huron | 35 MPH. |
| Waterton and Sioux Falls | 25 MPH. |
| Between absolute signals of interlockings at..... | 20 MPH. |
| Appleton | |
| Huron | |
| Arlington | |
| Watertown, within city limits..... | 6 MPH. |
| Arlington, within city limits..... | 10 MPH. |
| Sioux Falls, within city limits..... | 15 MPH. |
| approaching 6th and 8th street crossings..... | 6 MPH. |
2. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
40 ft. and over.....263,000 lbs.
 3. **Automatic Interlockings Not Indicated at Station—**
CMStP&P Ry. crossing.....0.77 miles west of Appleton
C&NW Ry. crossing0.64 miles east of Huron
C&NW Ry. crossing0.97 miles west of Arlington
 4. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between Watertown and West Side Jct. and Benson and Huron.

3. **Train Register Exceptions—**
Lyndale Jct., all trains register by ticket.
St. Cloud Yard First Class Trains will register by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Lyndale Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive when train order signal indicates proceed.
All trains must obtain Clearance at St. Cloud Yard.
Trains originating at East St. Cloud or Rice Jct. may proceed without a clearance.
At MW Jct., eastward MW trains will not require a clearance.
5. **Spring Switches with Facing Point Lock—**
Robbinsdale, east and west siding switch.
Osseo, east and west siding switch.
The above 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) of the Consolidated Code of Operating Rules.
St. Cloud Yard, at Osseo Line Junction switch.
When a train or engine is stopped by a stop indication at one of the governing signals, a member of the crew must operate push button time release, if signal does not clear when release is run down, Rule 104 (H) of the Consolidated Code of Operating Rules applies. Rule 509 does not apply at this location.
6. **Manual Interlocking with Dual Control Switches—**
Rice Jct.
This switch is electrically controlled by operator at St. Cloud Yard.
7. **Automatic Interlockings Not Indicated at Station—**
MW Ry. crossing.....0.7 miles west of Lyndale Jct.
Soo Line RR. crossing.....1.3 miles west of Robbinsdale
Soo Line RR. crossing.....0.7 miles west of Paynesville
8. All movements on industry track over Noble Avenue Crossing, 1000 feet east of depot Robbinsdale, must be protected by flagman.
All movements on the North Maiers Transfer & Storage track St. Cloud Yard must be protected by flagman when crossing 25th Avenue.
9. Track north of main track extending approximately 2 miles eastward from depot, St. Cloud Yard, is known as LONG LEAD and must be kept clear for meeting and passing of trains.

TWIN CITIES DIVISION

EIGHTH SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|---|--------------------------|
| Zone—Between | Freight |
| Lyndale Junction and St. Cloud Yard..... | 50 MPH. |
| St. Cloud Yard and Willmar..... | 45 MPH. |
| Between Absolute Signals of Interlockings at..... | 20 MPH. |
| Rice Jct. | |
| Paynesville. | |
| 35 MPH.—Trains or engines through No. 20 turnouts at following location: Robbinsdale, east and west switches. | |
2. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
40 ft. to 52.5 ft. in length263,000 lbs.
Over 52.5 ft. long315,000 lbs.
EXCEPT between St. Cloud and Willmar maximum gross weight shall be.....263,000 lbs.

TWIN CITIES DIVISION

TENTH SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|---|--------------------------|
| Zone—Between | Freight |
| Elk River and Princeton..... | 45 MPH. |
| Princeton and Milaca | 20 MPH. |
| Between Absolute Signals of Interlocking at Elk River | 20 MPH. |
2. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
40 ft. and over.....263,000 lbs.
EXCEPT between Milaca and Princeton maximum gross weight shall be177,000 lbs.
 3. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Tenth Subdivision, between Elk River and Milaca.

TWIN CITIES DIVISION

ELEVENTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between
 Little Falls and Brainerd..... 35 MPH.
 At Brainerd, over public crossings all trains..... 10 MPH.
2. **Heavy Cars—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length220,000 lbs.
 40 ft. to 52.5 ft. in length263,000 lbs.
 Over 52.5 ft. long315,000 lbs.
 Between Little Falls-Brainerd.....315,000 lbs.....20 MPH.
3. **Clearance Provisions and Exceptions Rule 83(B)—**
At Brainerd—All trains secure clearance unless otherwise directed.
4. **Bridge and Engine Restrictions—**
Bridge 106, Little Falls
 250-ton wrecking derricks and pile driver NP 25....Not Permitted
 150-ton wrecking derricks must be preceded and followed by a car weighing under 100,000 lbs. Pile drivers NP 26 to 34 incl. must have boom resting on idler car. Cars 40 feet long or less and weighing between 177,000 lbs. and cars over 40 feet long weighing between 220,000 and 263,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs. except that 89-foot bulkhead flat cars loaded to 263,000 lbs. may be coupled together and handled in trains with the following restrictions:
 The car adjacent to such flat car or block of such flat cars must not exceed 177,000 lbs. The engine must be separated from such car. Handle these cars in a block without uncoupling within the combined block except in an emergency or bad order situation. Cars weighing between 263,000 lbs. and 315,000 lbs. shall be preceded and followed by an empty.
 All Trains 10 MPH.
5. **At Little Falls, First Subdivision Instructions Govern.**
6. **At Camp Ripley Junction, gate over track leading to Camp Ripley, about four hundred (400) feet west of the river bridge is equipped with switch lock, and must be kept closed and locked when not in use.**
 Train or engine movements across the joint railway-highway bridge must be made at reduced speed, and movement protected as prescribed by Rule 103.
7. **At Camp Ripley, unloading platform along south track does not afford standard clearance from a point two hundred seventy (270) feet west of gasoline unloading pipe to end of platform.**
8. **At Brainerd, Lake Division Instructions Govern.**

TWIN CITIES DIVISION

TWELFTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
 Mile Post 0 and 2500 feet west MP 8..... 30 MPH.
 2500 feet west MP 8 and Morris..... 20 MPH.
 Diesel Engine Units and cars in excess of
 248,000 lbs. 15 MPH.
 At Grey Eagle, over grade crossings east of station.... 10 MPH.
 At Sauk Centre within corporate limits..... 15 MPH.
 At Villard approaching main street crossing..... 10 MPH.
2. **Bridge and Engine Restrictions:**
 Series 5600, 5700 and 6400 diesel engine
 units between MP 8 and Morris.....Not Permitted

3. **Heavy Cars—**

Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length220,000 lbs.
 Over 40 ft. long.....263,000 lbs.

4. **At Little Falls, First Subdivision instructions govern.**
5. **At Glenwood, when trains do not promptly obtain the route through the interlocking, train or engine crews should observe light on the exterior of the sheet metal building in the northeast corner of the crossing. Illuminated, it indicates the Soo Line Operator wishes to talk with a member of the crew account some emergency or because he is unable to clear the route through the interlocking.**
6. **Unless otherwise provided, protection against following trains as required by Consolidated Rule 99, is not required on the Twelfth Subdivision.**

LAKE DIVISION

FIRST SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
Zone—Between **Passenger** **Freight**
 Central Ave. Tower and Boylston..... 75 MPH. 50 MPH.
 Boylston and Foxboro..... 60 MPH. 40 MPH.
 Foxboro and Coon Creek..... 79 MPH. 60 MPH.
 Garfield Ave. 30 MPH. 30 MPH.
 Garfield Ave. and Central Ave..... 55 MPH. 40 MPH.
 At Superior—Over switches at Belknap
 St. and C&NW Conn. all trains..... 15 MPH.
 Over Bridge 2, St. Louis Bay..... 15 MPH.
 Duluth Terminal Bridge to GN Rices Point, trains
 and enginesRestricted Speed
 Boylston Wye Track.....10 MPH.
 Over wheel checker—
 Saunders 20 MPH.
 Except ore trains 15 MPH.
 Long lead, east end Sandstone Yard..... 15 MPH.
 35 MPH.—Trains or engines through No. 20 turnouts at following locations:
 SaundersCrossover Brook Park Jct. and Siding
 BoylstonCrossover GrasstonSiding
 AskovSiding Coon Creek Jct.....Jct.
 Hinckley TowerSiding Coon CreekCrossover
 25 MPH.—Trains or engines through No. 15 turnouts at following locations:
 Cent. Ave. Tower...Crossover Br. 1.3End Dbl. Trk.
 SaundersJct.
2. **Heavy Cars—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length220,000 lbs.
 Over 40 ft. long263,000 lbs.
 EXCEPT on Subdivisions 1 thru 5, cars over 52.5 ft. long315,000 lbs.
3. **Train Register Exceptions—**
 All trains register by ticket at Central Ave. Tower and Coon Creek.
 A check of register may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.

4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Boylston, trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.
 Clearance received by first class trains and extra trains handling passengers at Minneapolis, and by other trains at Minneapolis Jct. will clear train at Coon Creek when train order signal indicates proceed.
 Clearance not required for trains originating at Garfield Ave., Rices Point (Yard), Bridge Switch, Elevator Station, C&NW Conn. and Belknap St.
5. **Restricted Clearances—**
 Superior, bents under Fifteenth St. viaduct will not clear man on side of car or engine.
6. Hinckley, automatic block signal 72.1 governing eastward trains, is located on left hand side of main track about 500 feet east of depot.
7. **Speed Test Boards—**
 Engineers shall test speed of their trains passing following point as compared with Speed Table:
 Eastward, between MP 76 and MP 77 approximately 4 miles east of Hinckley Tower.
 Westward, between MP 77 and MP 76 approximately 3 miles west of Brook Park.
8. **Spring Switches with Facing Point Lock—**
 The spring switches in Items 7 and 8 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) of the Consolidated Code of Operating Rules.
 Nickersonsiding Cambridgesiding
 Askovsiding Bethelsiding
 Grasstonsiding
9. **Spring Switches without Facing Point Lock—**
 Superior, west switch of eastward and westward incoming tracks.
 Normal position is for incoming tracks and all other roundhouse lead switches, when not in use, must be left lined for roundhouse lead.
 Elevator "X", east and west of car unloader on unloading track.
 Normal position of switch east of unloader is for unloading track.
 Normal position of switch west of unloader is for runaround track.
 Superior, West End Brewery lead. Normal position for main track.
10. **At Rices Point—**Spring switch is not equipped with either spring switch target or facing point lock is located on roundhouse lead about 1200 feet south of sand tower. Target indication—
 Yellow—Straight track.
 Green—Roundhouse lead.
 Instructions for operation of spring switches in Item 9 are posted at or near the spring switch and must be complied with. Unless otherwise specified, the normal position of spring switches is for main track.
 When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.
 Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.
 Normal position of switches designated below is as follows:

- South End Rices Point Yard,
 switch from B to C yard lead
 (top switch)when lined for B yard lead;
 No. 26 and 31 crossovers on Hump
 (A Yard)when lined for Hump (A Yard) lead;
 No. 26 and 31 crossovers on Load
 (B Yard) leadwhen lined for Load (B Yard) lead.
- North End Rices Point Yard,
 switch off outside lead for
 lead to C Yardwhen lined for Load (B Yard) lead;
 Crossover switch on inside leadwhen lined for inside lead;
 Crossover switch off outside leadwhen lined for outside lead.
 Roundhouse, hand throw switches No. 2 and No. 4 from the outgoing roundhouse trackswhen lined for lead.
 Crossover switches from yard tracks to main track must be set for yard tracks when not in use, except where otherwise provided.
11. **Dragging Equipment Detector Indicator—**
 Westward trains on Signal 16.8 between Boylston and Foxboro.
 Eastward trains on Signal 61.1 between Askov and Sandstone.
12. **At Rice Point Interlocking—**Eastward interlocking signal located between Hump (A Yard) Lead and Load (B Yard) Lead at east end of Yard governs movements to eastward track and crossover to westward track and movements to east end of Hump (A Yard) Lead. Normal position of west switch of crossover from Hump (A Yard) Lead to eastward track is for eastward track, and must be kept lined and locked in this position when not in use.
 Push-button on mast of westward interlocking signal. If interlocking signal indicates Stop, push-button should be operated, and movement governed by signal indication.
 Trains will call for route as follows:
 For through main track movements
 Westward track to eastward track..... o & oo
 Westward track to yard..... o & ooo
 Yard to eastward track..... ooo & oo
 Yard to westward track..... ooo & o
 Eastward track to westward track..... oo & o
 Eastward track to yard..... oo & ooo
13. **Automatic Interlocking Not Indicated at Station—**
 Superior
 73rd St.,Soo Line RR. Crossing
 Between Bridge Switch and Elevator Station, St. Louis River Bridge—
 Interlocking signal on westward track east of Minnesota Draw governs movements to BN track and to C&NW track.
 Interlocking signal on eastward track west of Elevator Station governs movements to Straight Main track and to BN freight track.
 Eastward trains entering onto Minnesota Draw and westward trains entering onto Wisconsin Draw will be governed by signal at the approach and, if proceed signal is received, will not be required to stop. During period of open navigation on St. Louis River, eastward trains will stop before entering onto Wisconsin Draw and westward trains will stop before entering onto Minnesota Draw.
 During closed season of navigation it will not be necessary for trains or engines to stop at either side of drawbridge when signals indicate "Proceed."
14. **At Superior—**City ordinance prohibits blocking any street crossing for more than 10 minutes, except in case of unavoidable breakdown.
15. **Duluth-Superior Terminals — Yard Limits—**
 All tracks between yard limit signs located at:
 East D. M. & I. R. Junction on First Subdivision
 1432 feet East of MP 145, west of West Duluth Jct. on Second Subdivision
 3632 feet West of MP 9, west of Central Ave. on Fourth Subdivision

1331 feet West of MP 61, east of Allouez on Seventh Sub-division will be operated as one yard.

- (a) First class trains run at reduced speed within these limits. Second and inferior class, extra trains and engines may run ahead of first class trains which are five minutes or more late without train order authority, avoiding delay to such trains to the greatest practicable extent.
 - (b) Extra trains and engines may move in either direction on single track and with the current of traffic on double track without train order authority.
 - (c) The D. T. Ry. main track is the northmost track between the Hallett Coal Dock crossing and connection with Eighth Subdivision main track. All switches leading from this track when not in use, will be left lined for D. T. Ry.
 - (d) All trains and engines using D. T. Ry. main track from connection of Missabe coal dock to east end of Zenith Furnace Company's lead, on Eighth Subdivision, will move in both directions at reduced speed, expecting to find the D. T. Ry. main track occupied.
 - (e) D. T. Ry. connection, located at east end of Zenith Furnace Company's lead, Eighth Subdivision, will be considered a railroad crossing. Trains and engines using this connection will come to a full stop and make sure that track is clear before proceeding.
16. At Duluth—City ordinance prohibits blocking street crossing at 1st Ave. East for more than 5 minutes; or of any other crossing for more than 10 minutes.
Engine whistle will not be used between 3rd Ave. East and 5th Ave. West, or between 14th Ave. West and 85th Ave. West (except 85th Ave. West) except as an alarm or warning, or to signal towerman, to call for signals, as a safety precaution in backing cars or engines, or as a signal in testing air brakes. No engine or train will run within the city without having bell ringing while in motion, and approaching any street or avenue. Westward freight trains made up in Bridge Yard departing via Second Subdivision will proceed onto Westward main track through Eighteenth Avenue Crossover.
 17. At Central Ave.—No. 1 track will be used as siding. When setting out or picking up, trains must not block 58th Street, and Tower Avenue crossings. The switch at end of double track at Central Avenue Interlocking must not be used to make an Eastward train or engine movement to the Westward main track.
 18. Derail Switches—At approach to Minnesota Draw from Duluth. At Superior—Winter St. just opposite freight house.
 19. BN Transfers going to Great Northern Rices Point Yard will use C&NW track from bridge switch to switch in C&NW main track leading to new connection to Great Northern Rices Point Yard. Authority to use C&NW track will be given by clear signal at Minnesota Draw. For movement from Great Northern Rices Point Yard to Superior, authority to use C&NW track must be obtained from Minnesota Draw by radio before leaving yard.
 20. At the taconite unloading shed at Allouez, commonly known as the Index Plant, a red and yellow light has been installed on both ends of this building. If all of the movable parts of the unloading mechanism are clear so that the train can move through the shed without interference, the signal will display a permissive yellow color. If there is any part of the mechanism that is not clear the signal will display red and train must stop before entering the building.
 21. At Garfield Ave.—Switchtender service 6:30 a.m. to 10:30 p.m. daily except Saturday, Sunday and holidays. On Saturdays, Sundays, holidays and between 10:30 pm. and 6:30 a.m. on other days, switches will be handled by crews using them. Switches may be left lined as left by movements through them, and all crews making movements through these switches will approach expecting to find them lined against their movement. Outbound and inbound road crews will handle road engines to and from roundhouse when no switchtender on duty. Unless otherwise instructed, eastward freight trains made up in Bridge Yard, departing via First Subdivision, will use west-

ward main track from connection just west of Garfield Ave. to the Minnesota Drawbridge.

Before this movement may be started, Switchtender at Garfield Ave. or person handling switch will contact Drawbridge Operator; if Drawbridge Operator OK's the movement, train may proceed on westward main track, and when Drawbridge Operator gives the approval it will be understood that Drawbridge Operator will not permit any westward train on westward track until freight train has passed Minnesota Drawbridge.

22. At Saunders—Main line switches to Soo Line connections are not equipped with electric locks. Rule 268 (A) applies.

LAKE DIVISION SECOND SUBDIVISION

1. Speed Restrictions—Maximum Speeds Permitted
Zone—Between
Garfield Ave. and White Bear Lake except as indicated below 65 MPH.
Garfield Ave. and West Duluth Jct..... 30 MPH.
Over 21st Ave. West Crossing..... 15 MPH.
West Duluth Jct. and MP 143 (between Short Line Park and West Duluth Jct.)..... 50 MPH.
MP 143 and MP 135 (Brownell)..... 25 MPH.
MP 135 and MP 129 (West end Carlton yard)..... 50 MPH.
Curve 129 between 1585 feet and 3227 feet east of MP 129 35 MPH.
MP 129 and MP 85 50 MPH.
MP 85 and MP 14 60 MPH.
MP 14 and MP 11..... 50 MPH.
White Bear Lake and St. Paul..... 50 MPH.
Cloquet and MP 4 (east of Scanlon) 15 MPH.
MP 4 (east of Scanlon) and Carlton 30 MPH.
At Carlton, over double slip switch within interlocking; through movements via Second Subdivision..... 30 MPH.
Other movements 15 MPH.
At White Bear Lake—All trains approach and move over 4th St., at reduced speed.
2. Heavy Cars—
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.
EXCEPT on Subdivisions 1 thru 5 cars over 52.5 ft. long315,000 lbs.
Between Garfield Avenue-Mahtowa—315,000 lbs.....20 MPH.
3. Train Register Exceptions—
At Carlton trains register by ticket. A check of register may be issued by operator when authorized by train dispatcher, either instead of or in addition to train order check.
4. Clearance Provisions and Exceptions Rule 83(B)—
Trains originating at Garfield Ave., West DM&IR Jct., DW&P Jct., and West Duluth Jct.
At Carlton—all trains secure clearance.
At Mississippi Street Yard, BN trains via Soo Line to Gloster will secure Soo Line Clearance and BN Clearance at Mississippi Street Tower.
5. Spring Switches—
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Unless otherwise specified, the normal position of spring switches is for main track.
When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.

Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.

West Duluth Jct., at junction of Second and Eighth Subdivisions, normal position for Eighth Subdivision main track. Not equipped with facing point lock.

- 6. **Retaining Valves**—Between Brownell and MP 143 freight trains of less than 4000 tons will not require retainers. The use of retainers is not required on freight trains being handled by dynamic brake equipped diesel engines when dynamic brake is effective on all units or engine is equipped with brake pipe maintaining feature in operating condition.

When retaining valves are required they will be turned to low pressure position beginning at head end of train as follows:

- Trains of 8000 tons or over—20 retainers
- Trains of 6000 tons or over—16 retainers
- Trains over 4000 tons—10 retainers

All retaining valves will be turned down between MP 143 and West Duluth Jct.

- 7. **At Garfield Ave.**—Switchtender service 6:30 a.m. to 10:30 p.m. daily except Saturday, Sunday and holidays. On Saturdays, Sundays, holidays and between 10:30 p.m. and 6:30 a.m. on other days, switches will be handled by crews using them. Switches may be left lined as left by movements through them and all crew making movements through these switches will approach expecting to find switches lined against their movements.
Outbound and inbound road crews will handle road engines to and from roundhouse when no switchtender on duty.

- 8. **At Nineteenth Ave. West**—Trains using the Dick tracks must not block crossing.

- 9. **At Twenty-first Ave. West**—Telephone at crossover—westward trains call yard (3 rings) for route when necessary.

- 10. **At West Duluth Jct.**—Yard engines will use east leg of wye and Fond du Lac line but will not leave cars on these tracks.
Switch at end of double track is dual control. Normal position is for the eastward track.

To secure a restricting indication, Rule 240-R, Figure (4), at eastward interlocking signal governing reverse movements on westward track; engines or trains moving westward through the dual control switch must, before reversing direction, clear the track circuit, the west end of which is located just west of the switch leading to the Western Brass Company near 61st Avenue West.

- 11. **At Carlton**—Fourth Subdivision Instruction govern.
Advance-warning sign of 45 MPH. governing westward movements, located at the Interlocking Tower, is 1200 feet in advance of the Reduce Speed sign account junction with the Fourth Subdivision.

- 12. **At Cloquet**—D&NE engines may use main track between D&NE connection at Broadway St. 200 feet west of passenger station and east end of yard.
Trains and yard engines must stop at the Northwest Paper Mill crossing (East Cloquet), and protect crossing by flagman.
Movements over Arch Street crossing, east of passenger station, must be protected by flagman.
Derails located near east end of tracks No. 1 and No. 2, are not provided with derail signs.
Extra trains will not run via Cloquet unless directed by train order to do so.

- 13. **At Hinckley**—Cars must not be left on No. 1 yard track.
Trains must not block highway crossing one-half mile east of passenger station, and South First Street Crossing more than five (5) minutes.
Foot crossing west of passenger station must not be blocked with cars.

- 14. **At Hinckley Tower Interlocking**—trains will call for route as follows:

- For Through Main Track Movement: —
- For Movement from Main Track to Sidings: — o
- For Movements from Sidings to Main Track: o —
- For Movement between yard and westward siding: oo

- 15. **At White Bear Lake**—Westward trains making stop at the passenger station must stop with engines or cars east of "Crossing Signal Restart" sign located on south side of track 100 feet east of Fourth Street crossing.

Cars must not be left on siding within 300 feet of Fourth Street crossing.

Normal position of west switch of crossover at Ramaley Avenue will be lined for through movement on siding. Siding extends from M&D Jct. to White Bear Lake.

Westward extra trains picking up in New Yard will cut off far enough east of Ramaley Avenue so as not to foul the ringing section of the automatic crossing signals on that avenue.

When trains will be delayed more than ten (10) minutes, crossings must be opened promptly.

- 16. **Signal Overlap**—
At Sturgeon Lake—Eastward trains holding main track to meet a westward train will stop before reaching signal overlap sign east of passenger station, to avoid giving approaching train three stop signals.

At Forest Lake—Westward trains holding main track to meet an eastward train will stop before reaching signal overlap sign west of passenger station, to avoid giving approaching train three stop signals.

- 17. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104(H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

LAKE DIVISION

THIRD SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Brainerd and North Bemidji.....	35 MPH.
North Bemidji and International Falls.....	35 MPH.
Between North Bemidji and International Falls, trains handling pulpwood	80 MPH.
At Brainerd, over public crossings all trains	10 MPH.
	All Trains
At Bemidji—Over public crossings at,	
Carpenter Ave.	30 MPH.
Mill Park	20 MPH.
Skelly Oil	20 MPH.
Other public crossings.....	15 MPH.
Over public crossing 200 ft. west of MP 97, between North Bemidji and Lavinia.....	30 MPH.
Funkley and Kelliher.....	15 MPH.
2. Heavy Cars—	
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.
EXCEPT on Subdivisions 1 thru 5 cars over 52.5 ft. long	315,000 lbs.
Between Brainerd-International Falls—	315,000 lbs.....10 MPH.

LAKE DIVISION

FOURTH SUBDIVISION

3. Bridge and Engine Restrictions—

Bridge 94 at Bemidji, 250-ton wrecking derricks....Not Permitted

150-ton wrecking derricks, Pile Drivers 24 to 34, inclusive, cars under 40 feet long and weighing between 177,000 and 220,000 lbs. when coupled in groups of two or more and cars over 40 feet long weighing between 220,000 and 263,000 lbs. when coupled in groups of two or more and 315,000 lb. cars which must be preceded and followed by a car weighing less than 177,000 lbs. 10 MPH.

Bridges 166, Big Fork River, and 185, Little Fork 250-ton wrecking derricks.....Not Permitted

U25C, U28C, U88C and SD45 series Diesel electric enginesNot Permitted

Cars under 40 feet long weighing between 177,000 lbs. and 220,000 lbs. must be separated from each other and from engine by two cars over 40 feet long weighing under 177,000 lbs. Cars 40 feet or longer weighing between 220,000 lbs. and 263,000 lbs. must be preceded and followed by a car over 40 feet long and weighing under 177,000 lbs. except 89 foot bulkhead flat listed below. Cars over 52.5 ft. long weighing between 263,000 lbs. and 315,000 lbs. must be preceded and followed by an empty car.

All Trains 10 MPH.

89-foot long bulkhead flat cars loaded to 263,000 lbs. may be coupled together and handled in trains with the following restrictions:

The car adjacent to such flat car or block of such flat cars must not exceed 177,000 lbs. The engine must be separated from such car.

Handle these cars in a block without uncoupling within the combined block except in an emergency or bad order situation.

Series 5600, 5700 and 6400 diesel engine units between Funkley and KelliherNot Permitted

Cars weighing more than 263,000 lbs.....Not Permitted

4. Train Register exceptions—

At Funkley: Trains will register only when so directed by train order.

5. Clearance Provisions and Exceptions Rule 83(B)—At North Bemidji, all trains secure clearance.

6. At Brainerd, Fourth Subdivision instructions govern. Connection with Fourth Subdivision at west end of yard is governed by automatic block signals.

The signal governing movements from the Third to the Fourth Subdivision displays indication Rule 240-A-1 and will not display a proceed indication until the junction switch is properly lined and there are no conflicting train or engine movements in the Automatic Block Signal territory.

7. At Bemidji—The west wye switch will be in normal position when lined for the west leg of the wye.

Tracks between yard limit sign east of Bemidji Tower, Bemidji and yard limit sign west of North Bemidji, operated as one yard.

8. Bemidji Automatic Interlocking—East leg of wye track switch equipped with an electric lock. Trains making westward movement via east leg of wye must stop within 100 feet east of westward interlocking signal before lining switch.

9. Between Funkley and Kelliher—Trains will not run via Kelliher unless directed by train order to do so and not to exceed 10 MPH.

10. At Big Falls—Track serving the National Pole & Treating Company must not be used beyond 1,510 feet from Highway No. 71 crossing. National Pole & Treating Company tracks may be used for switching cars to or from temporary pulpwood platform.

11. At International Falls—On K and S tracks all movements across Sixth Street must be protected.

12. Railroad Crossings Not Indicated at Station—Between Benedict and Walker.....Dakota Division crossing

13. Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99 is not required.

1. Speed Restrictions—	Maximum Speeds Permitted	
	Zone—Between	Passenger Freight
Central Ave. and Staples except as indicated below	75 MPH.	65 MPH.
Central Ave. and Anton.....	65 MPH.	50 MPH.
Anton and State Line Tower.....	60 MPH.	50 MPH.
State Line Tower and MP 20.....	80 MPH.	80 MPH.
MP 20 and MP 28 (Carlton).....	65 MPH.	50 MPH.
Deerwood and Ironton	40 MPH.	40 MPH.
MP 28 and MP 148 (Staples).....	55 MPH.	45 MPH.
		All Trains
At Brainerd, over public crossings.....		10 MPH.
Between east switch of north siding (east of car shop) and Third Subdivision connection at 8th St.	20 MPH.	
At Aitkin, through village.....	80 MPH.	
At Carlton, over double-slip switch within interlocking; through movements via Fourth Subdivision	30 MPH.	
Other movements	15 MPH.	
2. Bridge and Engine Restrictions—		
Over Bridge 9 west of Central Ave.....	20 MPH.	
Avoid using automatic brakes on bridge, except in emergency.		
Cars under 40 feet long and weighing between 177,000 and 220,000 pounds when coupled in groups of two or more	20 MPH.	
Over Bridge 119 at Brainerd:		
Wrecking cranes 250-ton.....	15 MPH.	
Cars under 40 feet long and weighing between 177,000 and 220,000 lbs. when coupled in groups of two or more	20 MPH.	
Cars over 52.5 ft. long and weighing between 263,000 lbs. and 315,000 lbs. must be preceded and followed by a car weighing less than 177,000 lbs. and speed restricted to.....	15 MPH.	
3. Heavy Cars—		
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.	
EXCEPT on Subdivisions 1 thru 5		
Cars over 52.5 ft. long	315,000 lbs.	
Between East DM&I Jct.—Superior—	315,000 lbs.	20 MPH.
4. Train Register Stations—		
Brainerd—For trains originating or terminating.		
5. Train Register Exceptions— At Carlton trains register by ticket. A check of register may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.		
6. Clearance Provisions and Exceptions Rule 83(B)— At Carlton, all trains secure clearance.		
At Central Ave.—Trains register by ticket at Central Ave. Tower.		
At Brainerd all trains secure clearance.		
7. Spring Switches— Equipped with facing point lock. Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Unless otherwise specified, the normal position of spring switches is for main track.		
When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.		
Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.		
Carlton, east switch of north siding.		

Deerwood, at junction to Ironton, one and three-fourths miles east of station, normal position for through movement to Loerch. Indications displayed by two-position color light signal controlling spring switch indicate only if points of the spring switch are in proper adjustment.

8. **At Carlton Interlocking**—Trains will call for routes as follows:
- | | |
|--|-------------------|
| Third to Third "East & West": | o o & o o |
| Third to Second "East & West": | o o & o o o |
| Third to Loop Track "West": | o o & o o o o |
| Third to Cloquet Line "East": | o o & o o o o |
| Second to Second "East and West": | o o o & o o o |
| Second to Third "East and West": | o o o & o o |
| Second to Loop Track "West": | o o o & o o o o |
| Second to Cloquet Line "East": | o o o & o o o o |
| Cloquet Line to Third "West": | o o o o & o o |
| Cloquet Line to Second "West": | o o o o & o o o |
| Cloquet Line to Loop Track: | o o o o & o o o o |
| Loop Track to Third "East": | o o o o & o o |
| Loop Track to Second "East": | o o o o & o o o |
| Loop Track to Cloquet Line "West": | o o o o & o o o o |
- Lower yard lead to Third Subdivision. "East and West":..... — o
 No. 9 Lead through Interlocking "East and West":

Push button system controlling operation of lower arm of Fourth Subdivision governing Signal, Carlton Interlocking, has been installed to govern follow-up westward movements to either Fourth or Second Subdivisions. All follow-up movements will be governed by lower arm of Fourth Subdivision governing signal as well as return movements to train after setting out in Carlton yard from Fourth Subdivision Main Track.

9. **At McGregor Interlocking**—Trains will call for route as follows:
 For BN and Soo Line main tracks:..... —
 From BN and Soo Line to west wye:..... — o
 Between Interchange Track and west wye:..... o o o o
 To siding:

10. **At Aitkin**—Cemetery road crossing one mile west must not be blocked in excess of ten (10) minutes, except in case of emergency, when it must be opened as soon as possible.

11. **At Deerwood**—Eastward trains from Ironton use junction switch one and three-fourths miles east of station; westward trains to Ironton use crossover west of station, unless otherwise authorized by train order.

Trains will not run via Ironton unless directed by train order to do so.

Train order signal does not govern trains enroute to or from Ironton.

12. **At Ironton**—Track must not be used beyond point 2400 feet west of Trommald Jct.

13. **At Brainerd**—Twin Cities division trains must stop before fouling Fourth Subdivision main track. Connection with Third Subdivision at west end of yard is governed by automatic block signals.

City ordinance provides that crossings must not be blocked more than five (5) minutes by standing trains or cars. Shop crossings must not be blocked when employes are going to work at 7:00 a.m. and 1:00 p.m. Westward trains stop clear of shop crossing 300 feet east of Thirteenth Street, and eastward trains either move a sufficient distance to clear City crossings or stop clear of First Street crossing, to make setouts or pickups. Trains must not block Oak Street Crossing near milk plant and must promptly clear crossings when coupling up in South Yard for movement.

Between Twin Cities Division Jct. at 8th Street and Third Subdivision Jct. at west end of yard, there is no superiority of trains. All trains and engines must move within these limits at reduced speed.

Between the hours of 7 a.m. and 3 p.m. on Sundays, all train movements over the crossing over 4th, 6th and 8th streets, must be fully protected in accordance with current rules and special instructions account no crossing gateman on duty.

14. **At Staples**—Fargo Division instructions govern.

15. **Sidings**—

Aitkin, north siding is westward; south siding is eastward. Brainerd, No. 1 Track in New Yard is Siding.

16. **Retaining Valves**—Sawyer to Pokegama—

Eastward freight trains having tonnage less than 70 tons per brake are not required to use retaining valves.

When engine does not have dynamic brake in effective operation on all units or engine is not equipped with brake pipe maintaining feature in operating condition, eastward freight trains having tonnage exceeding 70 tons per brake, before passing Sawyer, shall have retaining valves in slow position (45° above horizontal) on one-fifth of the total number of cars in train, commencing at the head end.

All retaining valves will be turned down where first stop is made, at either Pokegama, Central Avenue or Hill Avenue.

On eastward freight trains from Sawyer to Superior (Central Ave. or Hill Yard), must have 90 pounds brake pipe pressure prior to departure Sawyer, except on trains which have less than 50 tons per brake.

LAKE DIVISION

FIFTH SUBDIVISION

1. **Speed Restrictions**—
- | | |
|---------------------------|--------------------------|
| | Maximum Speeds Permitted |
| Zone—Between | Freight |
| Boylston and Mirbat | 40 MPH. |
| Mirbat and Gunn | 60 MPH. |
| Gunn and Cass Lake | 49 MPH. |
- Between Absolute Signals of Interlockings at:
 Bridge 29, westward

Cass Lake, on all tracks over footwalk crossing located 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 train, trainmen must remain at the crossing to prevent pedestrians from crawling through the cars.

35 MPH.—Trains or engines through No. 20 turnouts at following locations:

Brookston	End Dbl. Trk.	Philbin	Siding
Paupores	Siding	Swan River	Siding
Floodwood	Siding	Bridge 29	Gantlet
Island	Siding		

25 MPH.—Trains or engines through No. 15 turnouts at following locations:

Boylston	Jct.	Gunn	Jct.
----------------	------	------------	------

Between Gunn and Cloquet speed limit of all freight trains when handling pulpwood in their trains..... 30 MPH.

2. **Heavy Cars**—

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.
EXCEPT on Subdivisions 1 thru 5 cars over 52.5 ft. long	315,000 lbs.

3. **Clearance Provisions and Exceptions Rule 83(B)**—
At Boylston, Brookston and Gunn, trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.
At Soo Jct., Soo Line Trains may proceed to Cass Lake without obtaining clearance or train order authority which will be received at Cass Lake.
4. Main track switches to the following spur tracks located in CTC territory are not equipped with electric locks: Mirbat, Wawina, Webster Spur—(Rule 268(a) applies).
5. **Speed Test Boards**—
Engineers shall test speed of their trains passing following point as compared with Speed Table:
Westward, between MP 86 and MP 87 approximately 4 ½ miles west of Island.
Eastward, between MP 87 and MP 86 approximately 2 miles east of Wawina.
6. **Spring Switches with Facing Point Lock**—
Cass Lake, east yard switch.
The above 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) of the Consolidated Code of Operating Rules.
The spring switch light when displaying a lunar aspect is not to be confused with the lunar aspect as shown in Consolidated Code Rule 240N.
7. **Dragging Equipment Detector Indicator**—
Eastward trains, on signal 30.2 approximately one mile west of Bridge 29.
Westward trains on Signal 28.1 approximately 1 mile east of Bridge 29.
8. **Automatic Interlockings Not Indicated at Station**—
Bridge 29, 2.2 miles east of Alford.....gantlet
Bridge 29:
Release for westward route on westward track is located in release box at eastward absolute signal.
Release for eastward route on eastward track is located in release box at westward absolute signal.
Cranks for hand operation of smashboards are attached by chains to the mechanism.
9. **CTC—Soo Jct. to Cass Lake**—
Telephones for communication with the control operator are located at the east end of CTC section and at the spring switch, east end of Cass Lake Yard, 1000 feet west of west end of CTC section. Westward Soo Line trains will call the operator at Cass Lake on phone for authority to enter BN main line. The following will govern in case of failure of communications: Soo Line crew will unlock switch and attempt to line for their movement. If switch will line and signal clears, this will be their authority to leave Soo Jct., and proceed to Cass Lake.
10. Before attempting to use the electric-locked switches at Gunn, a member of the crew must call the train dispatcher and obtain his permission. When through using the electric-locked switches, the train dispatcher must be notified immediately.
11. Engines must not enter shed at MP&L plant Cohasset account close clearance with infra red heaters.
12. **Cloquet**, derails located near east end storage tracks Nos. 1 and 2 are not provided with derail signs.
When setting out cars on either end of No. 1 track be sure cars are shoved down far enough to clear crossovers.
Cars left on tracks must not be closer than 60 ft. each way from 10th Street crossing east of depot.

13. **Grand Rapids**, when setting out cars, eastward freight trains will stop and leave train west of west switch; westward trains will stop east of the first public crossing.
At Hawkinson Addition Crossing MP 110, trains stopped to make set-outs at Grand Rapids must clear this crossing.
Account sharp curvature of trackage leading to the clay shed at Blandin Paper Co. of 23 degrees it will be necessary for all diesel engines to see that they have sufficient number of cars attached to their engine so that engine will not enter curve.
14. **Alford**—International Refinery, while switching, do not handle cars over drip pans with brakes set as sparks create a fire hazard. Caboose with fires in stoves not permitted on any of the plant tracks and crews working in the vicinity will refrain from smoking.

LAKE DIVISION SIXTH SUBDIVISION

1. **Speed Restrictions**—
Zone—Between
Brook Park and St. Cloud Tower..... 40 MPH.
Absolute Signals of Interlockings at:..... 20 MPH.
East St. Cloud.
2. **Heavy Cars**—
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
Over 40 ft. long263,000 lbs.
EXCEPT on Subdivisions 1 thru 5 cars over 52.5 ft. long315,000 lbs.
3. **Clearance Provisions and Exceptions Rule 83(B)**—
At Brook Park, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.
4. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Sixth Subdivision, between Brook Park and East St. Cloud.

LAKE DIVISION SEVENTH SUBDIVISION

1. **Speed Restrictions**—
Zone—Between
Ashland and Central Ave..... 40 MPH. 35 MPH.
Exception: On all curves between MP 12 and Allouez..... 25 MPH. 25 MPH.
Trains handling loaded ore cars..... 20 MPH.
Trains handling ore loaded in other than ore cars..... 25 MPH.
At Iron River on Soo Line No. 1 Track all trains..... 5 MPH.
All trains and engines, 7th Ave. West to 22nd Ave. West, between MP 0 and 2, Ashland 10 MPH.
2. **Bridge and Engine Restrictions**—
Between Allouez and Ashland
250-ton wrecking derricks.....Not Permitted
In Duluth-Superior Terminals and over Bridges
250-ton wrecking derricks..... 15 MPH.
Bridge 37, Brule River
Multiple unit diesels 25 MPH.
U25C, U28C, SD45, U33C Diesel electric engines.... 20 MPH.
Pile Drivers NP 25 to 28, GN X9100-9103, inclusive 20 MPH.
Heavy Car Restrictions:
Cars less than 40 feet long weighing between 177,000 lbs. and 220,000 lbs. when coupled in groups of two or more, over Bridges 0, 5, 37, 48, 49 and 50 10 MPH.

3. **Heavy Cars—**
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. |
- EXCEPT on Subdivisions 1 thru 5 cars over 52.5 ft. long315,000 lbs.

4. **Train Register Stations—**
Superior, Soo Line 21st Street Yard Office.
5. **Train Register Exceptions—**At Central Ave. Tower trains register by ticket.
A check of register may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.
Ashland, Soo Line Station.

6. **Clearance Provisions and Exceptions Rule 83(B)—**
Soo Line trains originating at Newton Ave. secure clearance at Soo Line Stinson Avenue Yard Office.

7. **Spring Switches—**
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.
Unless otherwise specified, the normal position of spring switches is for main track.

When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.

Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.

Central Ave.—Normal position of spring switch at end of double track is for eastward trains. Normal position of spring switch at wye connection between Fourth and Seventh Subdivisions is for direct route to Pokegama. These switches are governed by interlocking signals equipped for switch key signal operation. If use of switch key does not give "restricting signal", proceed according to rule. Not equipped with facing point lock.

8. **At Ashland—**Normal position of main track switch just east of Seventh Ave., leading to the Soo Line, is for the Soo Line connection.
At Ellis Ave., all trains must stop in advance of crossing, and will proceed only after crossing is protected by a member of the crew.

9. **At Allouez—**Track No. 2 coal yard must not be used by ore trains.

10. **At East End—**Normal position of switch at end of double track is for westward trains.

11. **At Newton Ave.—**Between C&NW connection at Newton Ave. and East End, the westward track will be used as single track by eastward trains and engines entering at Newton Ave. and by westward trains and engines. Other eastward movements will be made on eastward track.

12. **At Hill Ave. Yard—**Ore trains arriving will stop to clear east end of arriving tracks.

Trains weighing ore on an automatic scale will move at about 3 MPH. Semaphore over scale house is operated by weighmaster, and engineers will be governed by its indications:

- Green: Proper speed.
- Yellow: Reduce speed.
- Red: Stop.

13. **At Soo Line Crossing,** Interlocking is remotely controlled by Soo Line Operator at Stinson Yard. All movements through this interlocking will be governed by Rule 606.

When necessary to get signal for route, call control operator from telephone near crossing, as required by Rule 606(b). If unable to communicate with control operator in a reasonable

time, movement over crossing may be made in accordance with Rule 606(c) by occupying track between absolute signal and crossing for a period of ten (10) minutes and then proceeding over crossing.

14. **Between Central Ave. and Soo Line Crossing—**On school days between 8:15 a.m. and 9:00 a.m. between 11:25 a.m. and 1:00 p.m. and between 3:25 p.m. and 4:00 p.m. all trains will stop and flag over grade crossing at John Ave. and 60th St. and the pedestrian crossing about 100 feet West of grade crossing.

15. **At Central Ave.—**Normal position of switch at junction of Fourth and Seventh Subdivisions, at interlocker, is for Fourth Subdivision.

LAKE DIVISION

EIGHTH SUBDIVISION

1. **Speed Restrictions—**
- | Zone—Between | Maximum Speeds Permitted | |
|--|--------------------------|---------|
| | Passenger | Freight |
| West Duluth Jct. and Zenith Furnace .. | 30 MPH. | 30 MPH. |
| Zenith Furnace and LST&T Ry. Jct. | 40 MPH. | 40 MPH. |
- At West Duluth Jct., around east leg of wye and passing Zenith Furnace Plant
- | | Reduced Speed | |
|--|---------------|---------|
| West Duluth Jct., and New Duluth | 15 MPH. | 15 MPH. |
2. **Heavy Cars—**
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. |
- EXCEPT on Subdivisions 1 thru 5 cars over 52.5 ft. long315,000 lbs.
- Between New Duluth-
West Duluth Jct.....315,000 lbs. Not Permitted
Between West Duluth Jct.-LST&T Jct.....315,000 lbs. 20 MPH.
3. **Clearance Provisions and Exceptions Rule 83(B)—**
Trains originating at West Duluth Jct., Berwind Jct. LST&T Ry. Jct. and New Duluth.
4. Train and engines between New Duluth and 72nd Ave. will be governed by Rule 93. Train orders and clearances are not required.
5. **At West Duluth Jct.—**Normal position of switches on east leg of wye is for Eighth Subdivision main track. Second Subdivision special instructions govern.

LAKE DIVISION

NINTH AND TENTH SUBDIVISIONS

1. **Speed Restrictions—**
- | Zone—Between | Maximum Speeds Permitted | |
|---|--------------------------|---------|
| | Passenger | Freight |
| Brookston and Gunn (via Kelly Lake) | 45 MPH. | 30 MPH. |
| Kelly Lake and Dormer Jct. | 30 MPH. | 30 MPH. |
- Between Absolute Signals of Interlocking at:
- | | |
|--------------|--------|
| Emmert | 20 MPH |
|--------------|--------|
- At Virginia—
Between Absolute Signals of Interlockings at:
- | | |
|----------------------------|---------|
| DW&P, Virmount Tower | 20 MPH. |
| DW&P, Crescent Ave. | 20 MPH. |
- Trains or engines through No. 20 turnouts at following locations:
- | | | | |
|--------------|--------|-------------|--------|
| Baden | Siding | Omega | Siding |
| Fermoy | Siding | | |

2. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 feet or less in length220,000 lbs.
Over 40 ft. long.....263,000 lbs.
EXCEPT on Subdivisions 1 thru 5 cars over 52.5
ft. long315,000 lbs.
3. **Clearance Provisions and Exceptions Rule 83(B)—**
At Brookston and Gunn, trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.
4. **Dragging Equipment Detector Indicator—**
Eastward Trains, on iron mast approximately 6400 feet east of Signal 62.2 about 2.5 miles west of Brookston.
5. **Spring Switches with Facing Point Lock—**
Keewatin—West end north storage track switch.
Nashwauk—West end north storage track switch.
West end south storage track switch.
Butler Taconite Track—west end.
National Taconite Track—west end.
Calumet, west end new yard switch.
Canisteo, west end new yard switch.
Normal position is for main track.
6. At the locations listed below there are spring switches with a spring switch light on a separate mast. When this light displays a lunar aspect it means the spring switch is in normal operating condition. When this light displays a red aspect Consolidated Code Rule 104(H) applies. The spring switch light when displaying a lunar aspect is not to be confused with the lunar aspect as shown in Consolidated Code Rule 240 N.
Keewatin; Nashwauk; Butler Taconite Track; Calumet; Canisteo.
7. **Spring Switches without Facing Point Lock—**
Kelly Lake, west wye switch,
Normal position is for Seventh Subdivision.
Kelly Lake, end of double track,
Normal position is for eastward track.
The spring switches in Items 17 and 18 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) of the Consolidated Code of Operating Rules.
8. **Semi-Automatic Interlockings—**
Emmert.....DM&IR Ry. crossing
Normal position of spring switch at west end of connection with DM&IR Ry. is lined for BN track. Normal position of spring switch at south end of connection with DM&IR Ry. is lined for DM&IR track to Mitchell, Signal indications are displayed accordingly. If any route other than the above normal route is to be used, trains must stop at interlocking signal and desired route lined by hand. Signal should then clear in about one minute. If signal does not clear and no conflicting movement is evident, push-button release on interlocking signal should be operated to obtain signal indication.
Calumet, 0.6 miles east of.....Hill Annex Spur
Complete instructions for operation of electric lock and gates at semi-automatic interlocking are located at "Release" boxes.
9. BN trains to and from Virginia operate via DM&IR Ry. tracks between Emmert and Virginia.
10. **Automatic Interlockings—**
Virginia, 0.4 miles west of.....DW&P Ry. crossing
1.2 miles west of.....DW&P Ry. crossing
11. **Virginia, Ninth Ave. West, 6th Avenue West and 3rd St. North crossings:**
Trains and engines must stop before passing over crossing and

- a member of crew on ground at the crossing will protect movement.
12. Before attempting to use the electric-locked switches at Gunn, a member of the crew must call the train dispatcher and obtain his permission. When through using the electric-locked switches, the train dispatcher must be notified immediately.
13. Because of heavy mine truck operations over a 100 foot all rail public crossing one mile south of Chisholm depot on Great Northern joint trackage spur track to the City of Chisholm, all trains must stop before entering this crossing and flag across.
14. Main track switches to the following spur tracks located in CTC territory are not equipped with electric locks. Rule 268(A) applies.
Arlberg, Casco, Onega.
15. Between Calumet and Oil Spur, located 1.47 miles west of Bovey, main track will be used jointly by BN and DM&IR Rys. and authority for train movements is controlled by BN and BN rules and Special Instructions will govern.
16. The main track between the end of CTC at Keewatin and the beginning of CTC at Gunn is all yard limit. Transfer must obtain permission from Train Dispatcher before occupying main track.
17. Telephone in service at Buckeye, Canisteo and Danube Mines switch. Crews coming from Buckeye, Canisteo and Danube Mines will communicate with the dispatcher and know that way is clear on the main track before proceeding with train down the descending grade on both legs of the wye.
18. At the Taconite loading facilities at Butler and National Taconite Plants a red and yellow light has been installed on both ends of the facilities. If all of the movable parts of the loading mechanism are clear so that the train can move through the facilities without interference, the signal will display a permissive yellow color.
If there is any part of the mechanism that is not clear the signal will display red and train must stop before entering the facilities.
19. Train and engine movements from main line on Hull Crusher Spur over Kelly Lake road crossing must be protected by a member of the crew due to restricted view approaching this crossing.
20. Main track Kelly Lake to Dormer Jct. is all yard limit and movements will be governed by Consolidated Code Rule 93. Train order authority or Clearance Form A is not required. Transfers will not be required to display markers Rule 19 or signals Rule 21.
Trains and engines will run with the current of traffic between Kelly Lake and Emmert and must keep to the left unless otherwise provided.
BN and DM&IR transfers must obtain permission of BN dispatcher before occupying main track.
21. Train order authority or Clearance Form A not required for transfers originating at Bovey for movement between Taconite Jct. and Canisteo or between Canisteo and Gunn.
22. Within the Village of Hibbing, the locomotive whistle will not be sounded at any crossing or in the railroad yard except as an alarm in case of fire or to warn persons on the track of immediate danger.
23. Following from DM&IR Ry.:
Train orders are not required for movement on the Wilpen Branch between Wilpen and Chisholm and between Monroe Jct. and Monroe. Trains will operate under provisions of Rule 93. Crews will contact Yardmaster Mitchell District before making movement on this branch.
Train orders are not required for movement on the Pillsbury Branch. Trains will operate under Provisions of Rule 93.
Between St. Clair Jct. and Chisholm Jct. main track will be used jointly by BN and DM&IR Rys. and authority for train movements is controlled by DM&IR Ry. and DM&IR rules will govern.

24. Signal protection in service at Danube Mine Spur switch and crossover from Balkan Mining Company track to Danube Mine Tracks. Movements over this crossing will be governed by dwarf color-light signals, position of switches is for Balkan Mining Company and for BN track from Danube Mine to washing plant. Signals will clear automatically for Balkan Mining Company and for BN Ry. from Danube Mine to washing plant. To obtain signal to cross over the Balkan Mining Company track, BN Ry. trainmen should make sure there is no approaching conflicting movement, then line all three switches in the route to clear signal before proceeding. After crossover movement has been made, all three switches must be restored to normal position for Balkan Mining Company track and BN Ry. washing plant track.
25. Normal position of Gunn Line Switch at east leg of wye, Kelly Lake, will be for Ninth Subdivision.
26. **Crossovers on Double Track—**
Facing Point—Hull Crusher, Ruby Jct.
Trailing Point—Stevenson, Agnew, Hull Rust, Scranton, North Mitchell, Kerr, Hibbing.

FARGO DIVISION

FIRST SUBDIVISION

1. **Speed Restrictions—**
- | Zone—Between | Maximum Speeds Permitted | |
|---|--------------------------|----------------|
| | Passenger | Freight |
| Staples and Jamestown..... | 75 MPH. | |
| Against the current of traffic on double track..... | 59 MPH. | 49 MPH. |
| Except on curves | | All Trains |
| MP 98 to MP 99 between Bloom and Jamestown.... | | 55 MPH. |
| Coal Trains: | | |
| MP 59 (East of Peak) and Buffalo..... | | 40 MPH. |
| Buffalo and Casselton | | 35 MPH. |
| Casselton and Fargo | | 40 MPH. |
| At Detroit Lakes over Lake Street and Washington Avenue Crossings..... | | 55 MPH. |
| At Detroit Lakes trains picking up or putting off US Mail..... | | 30 MPH. |
| Through Casselton | | 40 MPH. |
| Between Berea and Valley City Freight..... | | 20 MPH. |
- At Wadena, trains and engines will not exceed a greater rate of speed than is reasonable and proper, having due regard to the conditions then existing.**
- At Detroit Lakes, Fargo and Moorhead, all trains shall be operated at a reasonable speed and with due care.**
- At Moorhead, all trains and yard engines stopping on main track between 4th St. and 14th St. crossing will not exceed 10 MPH from point where stop is made until engine passes either 4th St. or 14th St. to permit proper operation of crossing signal and gates.**
2. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
- | | |
|---|--------------|
| 40 feet or less in length..... | 220,000 lbs. |
| Over 40 ft. long..... | 263,000 lbs. |
| EXCEPT on Subdivisions 1, 2, 7 and 11 cars over | |
| 52.5 ft. long..... | 315,000 lbs. |
| On Subdivision 5 | 177,000 lbs. |
3. **Train Register Exceptions:**
Lake Park for trains originating or terminating.
Jamestown passenger station—First class and extra passenger trains only.
At Dilworth, passenger trains will register by ticket.

4. Clearance Provisions and Exceptions Rule 83(B)

Manitoba Jet.

At Dilworth, trains destined Fourth Subdivision will require clearance for First and Fourth Subdivisions.

Fargo trains from Fourth Subdivision.

Conductors on Nos. 25, 26, 29 and 30 will deliver train orders and clearances in their possession to the conductors that relieve them at Fargo Passenger Station.

First-class trains will not require a clearance at 25th Street. Eastward Second Subdivision first-class trains entering First Subdivision at Moorhead Junction will not require clearance at Moorhead Junction.

Trains from the Seventh and Ninth Subdivisions may run as Eastward extra trains with the current of traffic Casselton to Dilworth without train order authority and will not require clearance at Casselton.

Trains from Minot Division enroute Fargo Division First Subdivision will obtain Fargo Division clearance at New Rockford.

Westward Ninth Subdivision trains will obtain clearance at Dilworth and will not require clearance at Casselton.

5. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.

Unless otherwise specified, the normal position of spring switches is for main track.

When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.

Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.

Sanborn, at east end eastward siding, equipped with facing point lock and switch key signal operation.

Eckelson, west end siding, equipped with facing point lock and switch key signal operation.

6. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

7. Yard Limits—

Tracks between yard limit signs east of LaBelle and west of Lake Park operated as one yard.

Tracks between yard limit signs east of Bridge 0, east of Dilworth and MP 16—1628 feet west of Fife will be operated as one yard.

Between Berea and Valley City Freight—Tracks between end of track sign east of Valley City freight and Berea will be operated as one yard. Conductors of extra trains and engineers of light engines must call the operator at Valley City passenger station immediately before departure when making a movement between Berea and Valley City Freight.

8. Sidings—

At Wadena, the track south of the eastward track, between the connection to the eastward track and the first crossover to the eastward track, is designated as eastward siding.

At Fife, trains may expect to find siding blocked at all times.

At Sanborn, south siding is eastward; north siding is westward.

9. At Staples—

Westward trains arriving Staples on the time of westward first class trains are authorized to proceed on the westward main track within yard limits if the westward interlocking signal located at end of CTC limits indicates proceed.

Yard engines desiring to enter CTC territory must call control operator advising route to be used and will be governed by his instructions.

When necessary to perform switching over dual control switches on engine track or freight leads, authority must be obtained from control operator who will properly position and lock dual control switches. When this is done signals governing routes will display a flashing red aspect per Rule 240-A3, Figure 4 and switching may be carried on continuously while signals display this aspect.

If while switching the aspect of governing signals change to a stop indication per Rule 240-A1, Figure 4, the track must be cleared immediately and control operator contacted for further instructions.

An employe call light is mounted on bungalow located on north side of north main between Sixth and Seventh Streets. When call light is illuminated any employe observing it, except those on moving trains, must immediately communicate with control operator per Rule 248.

The east switch of the engine lead formerly controlled by interlocking operator is changed to a hand-throw switch. This switch is not within CTC limits and may be used without permission of control operator.

At Staples—

Electronic grade crossing predictors are installed at 6th Street and 7th Street crossings located East of Passenger Station.

Due to time out features on crossing signals, all trains and engines stopping in the vicinity of these crossings must proceed slowly when starting and crews must know that crossing gates are down before train or engine enters the crossing.

10. At Detroit Lakes, the following whistle signals will be used to call for route through the interlocking Soo Line crossing:

Through main track movements.....	1 long
Reverse movements on main track.....	2 short, 1 long
Main track to diverging route.....	1 short, 1 long
Diverging route to main track.....	1 long, 1 short

To avoid continuous operation of highway crossing signals, when stopping train for station work, westward freight trains shall stop to leave the train east of the east switch of the crossover east of Washington Avenue, and eastward freight trains shall stop to leave train west of crossing signal restart sign located 1000 feet west of MP 210 on south side of track.

11. At Richards Spur, close clearance at loading chute on both spur tracks.

12. At Manitoba Jct.—

If Signal governing movement from Dakota Division Fifth Subdivision to First Subdivision indicates proceed, movement may be made without flag protection. If signal indicates "Stop" movement must be made under flag protection against Westward First Class Trains.

13. Between Fargo and Dilworth—

Trains from Fourth Subdivision may run as eastward extra trains Fargo to Dilworth without train order authority. Crews of such trains must secure verbal authority from the operator Fargo before entering the First Subdivision.

14. At Fargo, when westward main track is blocked between Broadway and 8th St., the run-around track may be used, leaving main track switches and switches for short four, lined for run-around track.

Normal position of switch at 25th Street is for Fargo First Subdivision.

Nos. 26 and 30 and eastward First Subdivision extra passenger trains will cross over to Westward track at 27th Street on First Subdivision in compliance with Rule 513 to enter Second Subdivision at 25th Street switch. To protect this movement, eastward passenger trains will leave a flagman at 25th Street switch, back through crossover at 27th Street and proceed on Westward track to 25th Street.

Nos. 25, 29 and Westward First Subdivision extra passenger trains will cross over at 21st Street (Moorhead) in compliance with Rule 513 and enter Second Subdivision through WOW track at Moorhead Junction. Rule 240-T (switch indicator) or Rule 51 must be complied with when reentering First Subdivision at 25th Street.

15. At Buffalo, the normal position of double track switch is for eastward track. Operators will handle.

Time of all trains applies at end of double track.

16. Between Peak and Berea—

Dragging equipment detectors east and west of Bridge 64. For westward movements, the dragging equipment detector is located just west of automatic block signal No. 617, and the defective equipment indicator is on the mast of Signal 641. For eastward movements, the dragging equipment detector is located just east of automatic block signal No. 685, and the defective equipment indicator is on the mast of Signal 658.

That part of NP Ry Rule 240-T stating "A member of train or engine crew must report to control operator immediately." does not apply. After train crew has inspected train for dragging equipment, Superintendent must be notified from first available point of communication.

17. At Bloom—Dual control switch at end of double track is automatically operated. Normal position of switch is for westward track.

When a train or engine is stopped by Signal governing movement over this switch and no conflicting movement is evident, or when necessary to use this switch for switching purposes, it may be hand operated in accordance with Rule 275A without permission or time limits from train dispatcher. Rules 275 and 276 are modified accordingly.

Time of all trains applies at end of double track.

18. At Jamestown, Yellowstone Division Instructions Govern.

**FARGO DIVISION
SECOND SUBDIVISION**

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Rice Jct. and Fargo Jct.....	60 MPH.
Within 261-264 Territory—Fargo.....	20 MPH.
25th St., Fargo and Fargo Jct.....	10 MPH.
Over 22nd St. connection between First and Second Subdivisions	10 MPH.

Trains or engines on main routes actuating the points of Spring Switches; trains or engines thru No. 20 turnouts at following locations.

Barnsville Jct. Switch	85 MPH.	85 MPH.
Moorhead Jct. Switch	85 MPH.	85 MPH.

2. Heavy Cars—

Cars heavier than the following not permitted without authority of Superintendent:

40 feet. or less in length	220,000 lbs.
Over 40 ft. long.....	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 7 and 11 cars over	
52.5 ft. long.....	315,000 lbs.
On Subdivision 5	177,000 lbs.

3. Train Register Exceptions—

Moorhead Jct., all trains register by ticket.

Barnesville, register is for trains originating or terminating.

Fargo Passenger Station—Register is for First class trains and extra passenger trains.

Fargo Jct.—Register is only for freight trains.

4. Clearance Provisions and Exceptions Rule 83(B)—

Fargo Division clearance received at St. Cloud will clear westward trains at Rice Jct.

Engineers on incoming First Class Trains at Barnesville must deliver their train orders and clearances that are still in effect to the engineer that relieves them.

Fargo—All trains must obtain Clearance and train orders at passenger station.

Trains destined westward on Dakota and Minot Divisions must obtain their Dakota and Minot Division Clearance at passenger station, Fargo Jct.—Eastward trains from Dakota and Minot Divisions may proceed on authority of Clearance under which such train arrives.

First-class trains will not require a clearance at 25th Street. Eastward Second Subdivision first-class trains entering First Subdivision at Moorhead Junction will not require clearance at Moorhead Junction.

5. Speed Test Boards—

Engineers shall test speed of their train passing the following points as compared with speed table:

Westward trains, between MP 83 and MP 84 between St. Joseph and Collegeville.

Eastward trains, between MP 12 and MP 11 between Baker and Sabin, and between MP 214 and MP 213 between Lawndale and Barnesville.

6. Spring Switches with Facing Point Lock—

Fargo Jct., west yard switch.

The above 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) of the Consolidated Code of Operating Rules.

7. Manual Interlocking with Dual Control Switches—

Rice Jct.
Barnesville
Fargo
Moorhead Jct.

8. The limits of Fargo interlocking extend from the westward absolute signal at the junction of Surrey and Dakota main tracks east of depot, to the eastward absolute signal just west of 8th St. crossovers. The hand-throw electric locked switches in this area are under control of the Fargo operator.

9. Manual Interlockings—

Eleventh Subdivision crossing.....Moorhead Jct.
Whistle signal for routes:
Moorhead Jct., Second Subdivisions..... 1 long,
Siding 3 long, 1 short.

10. Automatic Interlockings Not Indicated At Station—

Twin City Division crossing.....0.8 miles west of Sauk Centre
Sixth Subdivision crossing.....0.6 miles east of Fergus Falls
Fergus Falls, when absolute signal displays Stop-indication, a member of the crew must first operate push button at the signal. If this operation does not cause signal to indicate proceed, release must then be operated in accordance with instructions posted in box at the crossing. These instructions cover operation of electric switch locks on east siding switch and industry track switch.

11. Freight trains using the siding at Carlisle, Minnesota, must stop to clear the Township Road Crossing located approximately ¼ mile West of the Carlisle depot. It will be permissible, if necessary, to block the road crossing immediately West of the depot, but in no case will both road crossings be blocked.

12. Fargo—Between 8th St. crossover and Fargo Jct., unless otherwise instructed, Dakota division trains will use Dakota main track, Minot division trains will use Surrey main track.

Fargo—Trains and locomotives using middle track at Fargo Yard will not exceed a speed of 15 MPH. from a point 300 feet on either side, and across Seventh Avenue Crossing, located one half mile east of Fargo Yard Office.

Normal position of switch at 25th Street is for Fargo First Subdivision.

Normal position of east switch of former east leg of wye at Fargo Junction is for the Minot Division First Subdivision.

On arrival at Fargo Junction, crews on Nos. 26, 30 and Eastward extra passenger trains will communicate with operator at

Fargo passenger station for permission to operate east switch of former Wye track. After complying with GN Ry Rule 240-T (switch indicator) or Rule 513, eastward trains will be governed by eastward absolute signal located 980 feet east of Fargo Junction. At Moorhead Junction movement will be made through WOW track for return to First Subdivision. GN Ry Rule 240-T (switch indicator) or Rule 513 must be complied with before entering First Subdivision main track.

FARGO DIVISION

THIRD AND FIFTH SUBDIVISIONS

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Geneseo Jct. and Aberdeen.....	45 MPH.
Rutland and Forbes.....	25 MPH.

Between Absolute Signals of Interlockings at:
Aberdeen 20 MPH.
2. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 feet or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
EXCEPT on Subdivisions 1, 2, 7 and 11 cars over
52.5 ft. long.....315,000 lbs.
On Subdivision 5177,000 lbs.
3. **Clearance Provisions and Exceptions Rule 83(B)—**
At Aberdeen Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.
Westward Third Subdivision trains will require Soo Line R.R. clearance at Breckenridge.
Eastward Third Subdivision trains will require Soo Line R.R. clearance at Aberdeen or Rutland.
4. **Automatic Interlockings Not Indicated at Station—**
CNW Crossing.....0.7 miles east of Aberdeen
CMStP&P Crossing.....0.6 miles east of Aberdeen
5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between Geneseo Jct. and Aberdeen on the Third Subdivision and between stations on the Fifth Subdivision.

FARGO DIVISION

FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Fargo and Edgeley.....	40 MPH.
Edgeley and Streeter.....	25 MPH.
Verona, over Hiway No. 1 crossing.....	25 MPH.
2. **Bridge and Engine Restrictions—**
Diesel engines and cars in excess of 248,000 lbs:
Fargo and Edgeley..... 30 MPH.
Edgeley and Streeter..... 20 MPH.
3. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 feet, or less in length220,000 lbs.
Over 40 ft. long263,000 lbs.
EXCEPT on Subdivisions 1, 2, 7 and 11 cars over
52.5 ft. long.....315,000 lbs.
On Subdivision 5177,000 lbs.

4. **Train Register Exceptions:**
Independence and Lamoure—Trains from Yellowstone Division only.
Train No. 466 will register at Independence.
5. **Clearance Provisions and Exceptions Rule 83(B)**—At Fargo, trains from First Subdivision will be governed by clearance furnished at Dilworth.
At Independence, trains from Yellowstone Division will not require clearance.
At Lamoure, trains from Yellowstone Division will not require clearance if train order signal indicates proceed.
6. **At Fargo**—First Subdivision Special Instructions govern.
7. **At Edgeley Junction**, normal position of switch is for Streeter branch.
8. **Yard Limits**—The tracks between yard limit signs east and west of Edgeley Junction, at Edgeley, and between Edgeley Junction and Edgeley will be operated as one yard.
9. **Sidings**, except at Leonard and Lisbon will also be used as industrial tracks.
10. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Fourth Subdivision between Fargo and Independence and between Lamoure and Streeter.
6. **Automatic Interlockings Not Indicated at Station**—
Between Everdell and Breckenridge
Twin Cities Division Crossing
7. **Yard Limits**—
Tracks between yard limit signs east of Breckenridge and west of Wahpeton operated as one yard.
8. **At Wadena**, track south of the eastward track, between the connection to eastward track and the first crossover to the eastward track, is designated as a siding.
Before occupying First Subdivision main track, all trains will call the operator for information as to other train movements and avoid delay to important trains. First Subdivision instructions govern.
9. **At Fergus Falls**, trains must stop not less than twenty-five (25) feet from Second Subdivision crossing over Rosengren spur, and then send flagman ahead to protect the movement.
10. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99, is not required on the Sixth Subdivision.

FARGO DIVISION

SEVENTH SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Chaffee Line Jct. and Chaffee.....	Freight 20 MPH.
2. **Heavy Cars**—
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.
EXCEPT on Subdivisions 1, 2, 7 and 11 cars over
52.5 ft. long.....315,000 lbs.
On Subdivision 5177,000 lbs.
3. **Clearance Provisions and Exceptions Rule 83(B)**—
Wahpeton Jct. and Chaffee Line Jct. trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.
4. **Speed Test Boards**—
Engineers shall test speed of train passing the following location then compare with speed table:
Westward trains between MP 10 and MP 11 about 2 miles west of Dwight.
5. **Spring Switches with Facing Point Lock**—
Casselton, east switch of siding. Spring switch light located on a separate mast. When a lunar aspect is displayed it indicates that the spring switch is in normal operating condition. When a red aspect is displayed Consolidated Code Rule 104(H) applies. The spring switch light when displaying a lunar aspect is not to be confused with the lunar aspect as shown in Consolidated Code Rule 240N.
6. **Manual Interlocking**—
First Subdivision crossing Casselton Tower, whistle signals for routes:
Main track1 long
Siding1 long, 1 short
7. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below:
Chaffee Line Jct. and Chaffee

FARGO DIVISION

SIXTH SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Wadena and Mile Post 21.....	40 MPH.
Mile Post 21 and Wahpeton.....	35 MPH.
Wahpeton and Milnor.....	45 MPH.
Over State Highway No. 18 crossing, Wyndmere.....	25 MPH.
Milnor and Oakes.....	35 MPH.
Fairview Jct. and Great Bend.....	15 MPH.
Handling coal, Wadena Jct. to Fergus Falls.....	25 MPH.
Fergus Falls and Pelican Rapids.....	20 MPH.
Over public crossings within corporate limits—	
At Fergus Falls.....	12 MPH.
At Wahpeton	25 MPH.
At Oakes	10 MPH.
2. **Bridge and Engine Restrictions**—
Diesel Engine Units and cars in excess of 248,000 lbs.—
Between MP 55 and Wahpeton..... 20 MPH.
Between Wahpeton and Wyndmere..... 25 MPH.
Between Milnor and Oakes..... 20 MPH.
Trains handling 250 ton wrecking cranes..... 20 MPH.
Series U25C, U28C, U33C and SD45 diesel engine units between Fairview Jct. and Great Bend.....Not Permitted
3. **Heavy Cars**—
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.
EXCEPT on Subdivisions 1, 2, 7 and 11 cars over
52.5 ft. long.....315,000 lbs.
On Subdivision 5177,000 lbs.
4. **Train Register Exceptions:**
Wahpeton, for trains originating or terminating.
5. **Clearance Provisions and Exceptions Rule 83(B)**—
Between Fairview Jct. and Great Bend, trains will not require train order or clearance, and will be governed by Rule 99.

FARGO DIVISION

EIGHTH SUBDIVISION

- | | |
|--|---------------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Freight |
| Sauk Centre and Cass Lake..... | 80 MPH. |
| Absolute Signals of Interlockings at: | |
| Park Rapids Jct..... | 20 MPH. |
| Wadena | 20 MPH. |
- 2. Heavy Cars—**
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. |
| EXCEPT on Subdivisions 1, 2, 7 and 11 cars over | |
| 52.5 ft. long..... | 315,000 lbs. |
| On Subdivision 5 | 177,000 lbs. |
- 3.** The standard crossbuck grade crossing signs on Highway No. 371 one mile south of Wilkinson, Minn. have been removed. In the event of any train operation between Walker and Cass Lake trains must stop and arrange for a trainman to protect the crossing preceding the movement over the crossing.
- 4.** Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on Eighth Subdivision between Cass Lake and Park Rapids Jct.
- 5.** Eighth and Lake Division Third Subdivision crossing 2.1 miles west of Walker.

FARGO DIVISION

NINTH SUBDIVISION

- | | |
|--|---------------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Passenger Freight |
| MP 0 and MP 22 (Casselton and Lucca)..... | 25 MPH. |
| MP 22 and MP 36 (Alice and Eastedge)..... | 30 MPH. |
| MP 36 and MP 46 (Eastedge and Hastings)..... | 25 MPH. |
| MP 46 and Marion..... | 40 MPH. |
| At Hastings—first crossing west of station designated as Main Street Crossing..... | 10 MPH. |
- 2. Bridge and Engine Restrictions:**
Diesel units and cars in excess of 248,000 lbs. between Casselton and Embden..... 20 MPH.
- 3. Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
- | | |
|---|--------------|
| 40 feet. or less in length | 220,000 lbs. |
| Over 40 ft. long..... | 263,000 lbs. |
| EXCEPT on Subdivisions 1, 2, 7 and 11 cars over | |
| 52.5 ft. long..... | 315,000 lbs. |
| On Subdivision 5 | 177,000 lbs. |
- 4. Sidings,** west of Casselton will also be used as industrial tracks.
- 5.** Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Ninth Subdivision.

FARGO DIVISION

TENTH SUBDIVISION

- | | |
|-------------------------------|---------------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Passenger Freight |
| SANBORN and McHenry..... | 30 MPH. |
- 2. Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
- | | |
|---|--------------|
| 40 feet. or less in length | 220,000 lbs. |
| Over 40 ft. long | 263,000 lbs. |
| EXCEPT on Subdivisions 1, 2, 7 and 11 cars over | |
| 52.5 ft. long..... | 315,000 lbs. |
| On Subdivision 5 | 177,000 lbs. |
- 3. At SANBORN—**Yard Limit sign does not apply on First Subdivision.
- 4. At McHenry—**Clearance not required.
- 5. Sidings** west of Sanborn will also be used as industrial tracks.
- 6.** Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Tenth Subdivision.

FARGO DIVISION

ELEVENTH SUBDIVISION

- | | |
|--|---------------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Passenger Freight |
| CMST&P. RR. Crossing 3.6 miles west of Wahpeton Jct..... | 60 MPH. 35 MPH. |
- 2. Heavy Cars—**
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. |
| EXCEPT on Subdivisions 1, 2, 7 and 11 cars over | |
| 52.5 ft. long..... | 315,000 lbs. |
| On Subdivision 5 | 177,000 lbs. |
- 3. Train Register Exceptions—**
Breckenridge, first class trains and extra passenger trains register by ticket at passenger station. Other trains register at yard office.
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
Wahpeton Jct., trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive.
- 5. Speed Test Boards—**
Engineers shall test speed of their trains passing following points as compared with speed table:
Westward trains, between MP 16 and MP 17, approximately 4 miles west of Kent.
- 6. Manual Interlockings—**
Whistle signal for routes at Moorhead Jct.:
- | | |
|----------------------------|-----------------|
| Eleventh Subdivision | 1 long, 1 short |
| Siding | 3 long, 1 short |
| Second Subdivision | 1 long |
- 7. Kent,** when siding is occupied by a train, members of train crew must be stationed at Third Street crossing approximately 100 feet west of depot and also at State Aid road No. 7 crossing approximately 900 feet east of depot to flag highway traffic over these crossings.

DAKOTA DIVISION

FIRST SUBDIVISION

- | | |
|--------------------------------|---------------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Freight |
| Fargo Jct. and P.A. Tower..... | 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. Heavy Cars—**
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. |
- EXCEPT on Subdivisions 1 and 2, cars over 52.5 ft. long.....315,000 lbs.
On Subdivision 8220,000 lbs.
- 3. Train Register Exceptions—**
Fargo Jct.—Register is only for freight trains.
PA Tower, register only for freight trains which will register by ticket.
- 4. 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.
- 5. 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.
- 6. 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).
- 7. Manual Interlocking with Dual Control Switches—**
PA Tower
- 8. Grandin, when switching at Gunkelman Seed Warehouse, engine may not go beyond west end of platform on track serving platform account not sufficient clearance.**

DAKOTA DIVISION

SECOND SUBDIVISION

- | | |
|---------------------------------|---------------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Passenger Freight |
| Cass Lake and Grand Forks..... | 49 MPH. |
| Noyes Jct. and Grand Forks..... | 59 MPH. |
| Grand Forks and PA Tower..... | 50 MPH. |
| PA Tower and Devils Lake..... | 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.
- 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. Heavy Cars—**
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. |
- EXCEPT on Subdivisions 1 and 2, cars over 52.5 ft. long.....315,000 lbs.
On Subdivision 8220,000 lbs.
- 3. Train Register Exceptions—**
Crookston Pgr., 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.
- 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.
At PA Tower, clearance under which Nos. 27, and 343 arrive will clear Nos. 344 and 28 respectively at that point.
- 5. 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.
- 6. 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.

DAKOTA DIVISION

**THIRD, FOURTH, SIXTH AND SEVENTH
SUBDIVISIONS**

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."

**7. 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

8. Normal position of west switch on west leg of wye, Noyes Jct., on the Sixth Subdivision, is lined for Second Subdivision.

9. 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.

10. Trains handling missiles will not exceed 5 MPH. on Air Base Spur Emerado from main track to bridge east of Highway No. 2.

11. 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 98 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.

12. 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.

13. PA Tower—Crossover Switch for trains from First to Third Subdivision and connecting switches First and Third Subdivisions are located as follows:

G.F. Switch	0.3 miles west of PA Tower
D.L. Switch	1.3 miles west of PA Tower
F.O. Switch	1.2 miles east of PA Tower

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Tilden Jct. and GN Jct.	40 MPH.	40 MPH.
GN Jct. and Warroad.....	30 MPH.	30 MPH.
GN Jct. and Carthage Jct.....	20 MPH.	20 MPH.
Key West and Sherack.....	15 MPH.	15 MPH.
Moorhead and MN Jct.....	35 MPH.	35 MPH.
Barnesville and MN Jct.....	40 MPH.	40 MPH.
MN Jct. and Noyes Jct.....	40 MPH.	40 MPH.
Noyes Jct. and MP 81.5 one mile east of Humboldt	59 MPH.	49 MPH.
MP 81.5 one mile east of Humboldt and Noyes	25 MPH.	25 MPH.
Between absolute signals of interlocking at		
Glyndon, Warroad	20 MPH.	20 MPH.
Wye tracks at Warroad and Thief River Falls.....	5 MPH.	5 MPH.
Over crossover just west of Crookston FRT.....	15 MPH.	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.	220,000 lbs.
Over 40 ft. long	263,000 lbs.	263,000 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.	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	Not Permitted

3. Heavy Cars— Cars heavier than the following not permitted without authority of Superintendent:		
40 ft. or less in length.....	220,000 lbs.	220,000 lbs.
Over 40 ft. long	263,000 lbs.	263,000 lbs.
EXCEPT on Subdivisions 1 and 2, cars over 52.5 ft. long.....		
	315,000 lbs.	315,000 lbs.
On Subdivision 9	220,000 lbs.	220,000 lbs.

4. Train Register Exceptions—
Carthage Jct. and Tilden Jct. trains will register only when directed by train order to do so.

5. 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.

6. 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.

7. Manual Interlockings with Dual Control Switches—
Barnesville

8. Manual Interlocking Not Indicated at Station—
Between Dorothy and Keywest.....Fifth Subdivision Crossing
Instruction for operation posted in tower.

9. **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.
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. 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.
12. Noyes—Crews going from BN Yard to CP Yard Emerson may do so upon receiving verbal authority from CP agents office at Emerson.
13. Normal position of west switch on west leg of wye, Noyes Jct., on the Sixth Subdivision, is lined for Second Subdivision.
14. 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.

**DAKOTA DIVISION
FIFTH SUBDIVISION**

1. **Speed Restrictions—**

	Maximum Speeds Permitted
Zone—Between	Freight
Manitoba Jct. and Pembina.....	35 MPH.
At East Grand Forks—over 4th Avenue 10 MPH.	
At Grand Forks, over public crossing between passenger station and Highway 81 all trains.....	15 MPH.
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.
3. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long263,000 lbs.
EXCEPT on Subdivisions 1 and 2, cars over 52.5 ft. long.....315,000 lbs.
On Subdivision 9220,000 lbs.
4. **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.
5. **Clearance Provisions and Exceptions Rule 83(B)—**
Manitoba Jct., and Carthage Jct.
6. **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 1857A 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 1857A 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.

7. **Automatic Interlocking Not Indicated at Station—**
Sixth Subdivision Crossing.....Between Anglim and Hixon
8. **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.
9. **At Manitoba Jct.—**Fargo Division Instructions govern.
10. **Railroad Crossings Not Indicated at Station—**
Between Grand Forks and Kelly.....State Mill Spur
Between Kellogg and Grafton Eleventh Subdivision Crossing.
11. **Rule 223 Train Order Signal—**Lights will not be displayed on Fifth Subdivision.

DAKOTA DIVISION

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

1. **Speed Restrictions—**

	Maximum Speeds Permitted
Zone Between	Freight
Vance and Larimore	30 MPH.
Larimore and Hannah.....	30 MPH.
Erie Jct. and Clifford.....	20 MPH.
Nolan and Devils Lake.....	35 MPH.
Devils Lake and Hansboro.....	30 MPH.
PA Tower and Neche	40 MPH.
Grafton and Walhalla	35 MPH.
Lakota and Sarles.....	35 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. **Heavy Cars—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. in length.....263,000 lbs.
EXCEPT on Subdivisions 1 and 2, cars over 52.5 ft. long.....315,000 lbs.
On Subdivision 9220,000 lbs.

4. **Train Register Exceptions—**
Eleventh and Twelfth Subdivision trains will register at Grafton only when directed by train order to do so.
5. **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.
6. **Automatic Interlocking Not Indicated at Station—**
Inkster6.6 miles west Soo Line Crossing
Grand Forks2.8 miles west State Mill Spur
Between Minto and Grafton.....Fifth Subdivision Crossing.
7. **Gretna**, within yard limits the C.P. trackage may be used.
8. **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.
9. 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.

MINOT DIVISION

FIRST SUBDIVISION

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

Minot, all trains over footwalk just east of depot	10 MPH.
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85 MPH.—Trains or engines actuating the points of spring switches; trains or engines through No. 20 turnouts at following locations:

Vance	West wye switch.		East switch of siding.
Nolan	West siding switch and Third Sub-division Jct. switch.		
Luverne	East and west siding switch.		
Juanita	East and west siding switch.		
New Rockford	West yard lead.		
Heimdal	East and west switch.		
Selz	East and west siding switch.		
Aylmer	East and west siding switch.		
Guthrie	East and west siding switch.		
Simcoe	East and west siding switch.		
Surrey	All switches.		
2. **Heavy Cars—**
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.
EXCEPT on Subdivisions 1, 3, 4 and 8, cars over 52.5 ft.	315,000 lbs.
On the 9th Subdivision between Rolla & St. John.....	177,000 lbs.
On the 10th Subdivision between Nanson and Dunseith	220,000 lbs.
3. **Train Register Exceptions—**
Nos. 31 and 32, will register by ticket at New Rockford.
Minot, first class trains and extra passenger trains will register at passenger station, other trains at yard office.
Vance, register when directed by Train Order.
Fargo Jct. register is only for freight trains.

4. **Clearance Provisions and Exceptions Rule 83(B)—**
Minot Division Westward First Class Trains and extra passenger trains receive clearance at Fargo Passenger Station.
Fargo Jct., Nolan, Vance and Surrey, trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive.
All trains must obtain Clearance at New Rockford.
Eastward freight trains originating at Gavin Yard will obtain clearance there.
5. **Speed Test Boards—**
Engineers shall test speed of their trains passing following points as compared with speed table:
Westward trains, between MP 10.7 and MP 11.7 approximately 1 ½ miles east of Prosper.
Eastward trains, between MP 117 and MP 116, approximately 2 miles east of Dundas.
Westward trains, between MP 146 and MP 147, approximately 4 miles west of Hamberg.
Eastward trains, between MP 221 and MP 220, approximately 4 miles east of Surrey.
6. **Spring Switches with Facing Point Lock—**
Vance, west wye switch and east switch of siding.
Normal position is for First Subdivision.
The following 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) of the Consolidated Code of Operating Rules.
7. **Dragging Equipment Detector Indicator—**
Westward trains, 50 feet east of East siding switch Luverne.
Eastward trains, on 10 foot mast at West switch Karnak.
Eastward trains 2,800 feet west of signal 461.2. (Verendrye)
Westward trains, at signal 458.5, approximately one mile east of Verendrye depot.
8. **Automatic Interlockings Not Indicated At Station—**
Aylmer, 5.1 miles west.....Soo Line Crossing
9. **Restricted Clearances—**
Minot stock yards, account elevated tracks north of bulkheads, employes must not get off on the south side from cars or engines while in motion.
10. **At Minot—**
Eastward and westward freight leads in service between Soo interlocking and Gavin yard. Automatic block signals in service on these tracks. Crossover switches when not being used must be left lined and locked in normal position on both the freight leads and switching lead. All movements entering on these tracks at hand operated switches must contact the operators at Gavin yard and Soo Tower by radio or telephone before operating the switch for the intended movement, inquire as to other train and engine movements on these tracks and be governed by the operator's instructions.
First track north of main track is eastward freight lead and second track north of main track is westward freight lead.
Rule 513 of the Consolidated Code of Operating Rules is in effect on these tracks.
11. Main track switches to spur track Dundas is not equipped with electric locks. Rule 268 (A) applies.
12. A member of crew must be on ground and protect all movements where Tatman Air Base spur crosses Highway 83.
13. Following series engines are not allowed in Falson Pit—6200, 6400, 6500 and 6600.

MINOT DIVISION

SECOND, THIRD, FIFTH, SIXTH, SEVENTH AND FOURTEENTH SUBDIVISIONS

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Casselton and Vance.....	40 MPH.
Niobe and Northgate	30 MPH.
Berthold and Crosby	40 MPH.
Stanley and Grenora	30 MPH.
Bainville and Opheim	35 MPH.
Bowbells, between absolute signals of interlocking	20 MPH.
Noonan, coal mine tracks	5 MPH.
Crosby, over public crossings	10 MPH.
2. **Heavy Cars—**
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.
EXCEPT on Subdivisions 1, 3, 4 and 8, cars over 52.5 ft.	315,000 lbs.
On the 9th Subdivision between Rolla & St. John.....	177,000 lbs.
On the 10th Subdivision between Nanson and Dunseith	220,000 lbs.
3. **Clearance Provisions and Exceptions Rule 83(B)—**
Nolan, Vance, Berthold, Stanley, Bainville, and Niobe. Trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.
4. **Train Register Exceptions—**
Vance, register is only for trains when directed by Train Order.
5. **Spring Switches with Facing Point Lock—**
Casselton, east switch of siding.
Vance, west wye switch, normal position is for First Subdivision.
At the locations listed below there are spring switches with a spring switch light on a separate mast. When this light displays a lunar aspect it means the spring switch is in normal operating condition. When this light displays a red aspect Consolidated Code Rule 104(H) applies. The spring switch light when displaying a lunar aspect is not to be confused with the lunar aspect as shown in Consolidated Code Rule 240N.
6. **Manual Interlockings with Dual Control Switches—**
Casselton Jct. switch controlled by operator at Casselton Tower.
7. **Automatic Interlockings Not Indicated at Station—**
Bowbells 1.1 miles east.....Soo Line Crossing
8. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below.

Niobe and Northgate
Stanley and Grenora
Bainville and Opheim
9. Crews on all eastward trains handling ten or more loads will set full retainers on the rear 30 percent of their cars at Flaxville and release these retainers at Redstone.
10. Northgate, when using Canadian National tracks, Canadian National Railway Time Table and rules govern.

MINOT DIVISION

FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Between Absolute Signals of Soo Line		
Interlocking at Minot.....		20 MPH.

35 MPH.—Trains or engines through No. 20 turnouts at following locations:

W. L. Switch	End of double track east end Gassman Bridge.
Gassman Switch	End of double track west end Gassman Bridge.
Des Lacs	End double track.
Berthold	East and west siding switch.
Blaisdell	East and west siding switch.
Stanley	East and west switches of control sidings north and south of main track.
Temple	East and West siding switch.
Ross	West siding switch.
Williston	West yard lead.
Trenton	East and west siding switch.
Snowden	East and west siding switch.
Bainville	Siding switches.
2. **Heavy Cars—**
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.
EXCEPT on Subdivisions 1, 3, 4 and 8, cars over 52.5 ft.	315,000 lbs.
On the 9th Subdivision between Rolla & St. John.....	177,000 lbs.
On the 10th Subdivision between Nanson and Dunseith	220,000 lbs.
3. **Train Register Exceptions—**
Minot
First class trains and extra passenger trains will register at passenger station, other trains at yard office.
Berthold—Register for Fourteenth Subdivision trains only.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Berthold, Stanley, Bainville and Snowden, trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.
All trains must obtain clearance at Williston.
Minot Division Clearance received at Havre will clear the train at Bainville. Montana Division trains must obtain their Montana Division Clearance at Williston which will clear the train at Bainville.
Westward Freight trains originating at Gavin Yard will obtain clearance there.
5. **Speed Test Boards—**
Engineers shall test speed of their trains passing following points as compared with speed table:

Westward trains, between MP 19 and MP 20, approximately 1 mile west of Lone Tree.
Eastward trains, between MP 91.5 and MP 92.5, approximately 1 mile east of Ray.
Westward—Between MP 139 and 140 approximately 4 miles west of Trenton.
6. **Semi-Automatic Interlockings—**
W. L. Switch—Gassman Switch, end of double track and single track over bridge, Gassman Bridge.
The Interlocking Signal Limits, of this interlocking include all trackage between westward absolute signal at "W. L. Switch" and eastward absolute signal at "Gassman Switch".
Both the switch at "W. L. Switch" and the switch at "Gassman Switch" are electrically controlled and operate automatically for

all train movements with the current of traffic. Routes for movements against the current of traffic are controlled by the train dispatcher at Minot.

The train on any approach control section first receiving a "Proceed" indication of the governing absolute signal will proceed, regardless of class.

When a train is stopped by the Stop indication and no immediate conflicting train movement is evident, trainman shall proceed to the telephone and communicate with the train dispatcher who will advise if train is being held for any purpose. If no instructions are received, or in case of failure of means of communication, train movement through the Interlocking Limits shall be made in accordance with instructions posted at the release push buttons in the telephone booths.

7. The following signals are located adjacent to the left of the track which they govern:

- Stanley Eastward governing absolute signal at west switch of control siding.
- Ross Westward governing absolute signal on siding at west switch.
- Wheelock Westward governing absolute signal on siding at west switch.
- Epping Eastward governing absolute signal on westward main track end of double track.
- Eastward governing approach signal on westward main track 8500 ft. west of end of double track.

8. Dragging Equipment Detector Indicator—
 Eastward trains at signal 6.8 approximately eight miles east of Des Lacs.
 Westward trains at signal 3.7 approximately one mile east of bridge 122.8 (Gassman Bridge).

MINOT DIVISION

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

1. Speed Restrictions—
 Zone—Between
 Devils Lake and Surrey 60 MPH.
 Churchs Ferry and St. John 40 MPH.
 York and Dunseith 35 MPH.
 Rugby and Antler 30 MPH.
 Towner and Maxbass 20 MPH.
 Granville and Sherwood 25 MPH.
2. Engine Restrictions—
 Tenth and Twelfth Subdivisions—Engines series SD7 and SD9 restricted to 20 MPH.
3. Heavy Cars—
 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.
 EXCEPT on Subdivisions 1, 3, 4 and 8, cars over 52.5 ft. 315,000 lbs.
 On the 9th Subdivision between Rolla & St. John 177,000 lbs.
 On the 10th Subdivision between Nanson and Dunseith 220,000 lbs.
4. Clearance Provisions and Exceptions Rule 83(B)—
 Churchs Ferry, York, Towner, and Granville, trains for which these points are the initial stations may proceed on authority of clearance under which such trains arrive.
 Clearance received by first class trains and extra passenger trains at Minot, other trains at Gavin Yard, will clear such trains at Surrey.

5. Speed Test Boards—
 Engineers shall test speed of their trains passing following points as compared with speed table:
 Westward trains, between MP 94 and MP 95, approximately 2 miles west of Grand Harbor.
 Eastward trains, between MP 185 and MP 184, approximately 5 miles east of Norwich.
6. Automatic Interlockings Not Indicated at Station—
 Soo Line RR. Crossing 2.9 mi. east of Grand Harbor.
7. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between points shown below.
 Granville and Sherwood
 Towner and Maxbass
 Rugby and Antler
 York and Dunseith
 Churchs Ferry and St. John

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