

BURLINGTON NORTHERN INC.

TWIN CITIES REGION

**MINNESOTA, WISCONSIN, FARGO AND
DAKOTA DIVISIONS**

Special Instructions No. 4

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

Sunday, October 28, 1973

**Asst. Vice President
Transportation**

R. G. JOHNSON

**Asst. Vice President
Operations**

R. H. SHOBER

**Superintendent, Minnesota Division
E. L. PHILLIPS**

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

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

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

ALL SUBDIVISIONS

- 1. Speed Restrictions—**
- | Passenger trains | Maximum Speeds Permitted |
|--|--------------------------|
| Passenger trains | 79 MPH. |
| Freight trains | 60 MPH. |
| Loaded Potash trains not to exceed 40 MPH, not exceed 10 MPH through sidings. | |
| Loaded Unit Coal Trains..... | 50 MPH. |
| Trains Nos. 3 and 4 with consist not exceeding 40 cars may operate at passenger train speeds not exceeding.. | 65 MPH. |
| Trains Nos. 3 and 4 when operating at passenger train speeds will carry 110 psi brake pipe pressure. | |
- The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions.
- All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise 12 MPH.
- Engines running light or with caboose only 50 MPH. unless otherwise provided.
- Unit trains and trains handling loaded 100-ton hopper cars, where speed of train cannot be maintained in excess of 21 MPH, immediately reduce speed to not exceed 13 MPH and do not exceed this speed until movement can again get up to exceed 21 MPH.

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.
Wedge plows and dozers (dead in tow)	35 MPH.	20 MPH.
Rotary Plows.....	30 MPH.	20 MPH.
Wrecking derricks.....	30 MPH.	15 MPH.
Loco cranes.....	30 MPH.	15 MPH.
Pile drivers.....	30 MPH.	15 MPH.
Clamshells & shovels.....	30 MPH.	15 MPH.
Jordan spreaders	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.

Maximum Speed Diesel Units Dead in Tow—

Switcher units	50 MPH.
Road Switcher and other units.....	65 MPH.

2. Movement of Diesel Units—

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

When a locomotive consist of more than 3 units in service includes a diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

Diesel units not equipped with alignment control coupler:

- All switcher units
- Road and Road Switcher Diesel units
 - 600- 995 inclusive
 - 1556-1623 inclusive
 - 4000-4197 inclusive
 - 6000-6255 inclusive
 - 9700-9800 inclusive
 - 9804-9807 inclusive
 - 9818-9830 inclusive
 - 9911-9995 inclusive

All Colorado and Southern, also Fort Worth and Denver Railroad diesel units, 150-842 inclusive.

3. At no time can more than seven high-horsepower units be coupled together as one consist (high-horsepower units include those with 3,000 horsepower or over).
On units with less than 3,000 horsepower, the number of units in any one consist will not exceed eight.
In the event Diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed at least five cars, but no further than 15 cars, behind the lead units.
When road passenger diesel units 9672 through 9794 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)
- Handling 80 Foot or Longer Cars—**
 Trailing tonnage may cause lateral forces on 80 foot or longer cars that could result in derailling 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 remote control units or helper units are in operation, equipment listed below must be placed behind such units and as near the caboose as practicable, but in no case closer than ten cars behind these units.
 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 rack cars.
 Territory where such restrictions are in effect are listed under each individual Subdivision.
5. **Remote-Control Unit Operation—**
 The power distribution between lead and remote consists must not exceed the following:
 Lead power consist must not exceed remote power consist by more than two (2) locomotive units.
 Example: 3 lead-1 remote; 4 lead-2 remote; 5 lead-3 remote
 Remote power consist must not exceed lead power consist by more than one (1) locomotive unit.
 Example: 1 lead-2 remote; 2 lead-3 remote; 3 lead-4 remote
 When remote control units or helper units are in operation in mountain grade territory, to the extent practicable, empty cars must not be handled in the ten (10) cars immediately ahead of or the ten (10) cars immediately behind such units.
 When remote controlled units are used in train, they must be placed in train approximately two-thirds back from headend 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.
6. **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.
7. 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.

8. 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.

9. 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.

At automatic interlockings, in addition to complying with Rule 613, employee must be governed by the instructions posted.

10. 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.

11. In CTC territory, before using any electrically locked switch, permission must be obtained from control operator. Rule 281 is amended accordingly.

12. **Revised Air Brake Rules—**

Rules 226, 414A and 414B of Air Brake and Train Handling do not apply; all employees will be governed by the following Rules 226 and 414:

RULE 226

Freight trains arriving at terminals where facilities are available, and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pounds service reduction has been made. After locomotive is detached or cut is made, **ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING.** Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

RULES 414

Before motive power is detached or angle cocks are closed on cars or trains which are to be left standing, engineer must make a full service brake pipe reduction. When reduction is completed and brake valve exhaust ceases, engineer will signal with one short blast of the whistle and the angle cocks may then be closed where cut is to be made. After cut is made, **ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING.** When required, a sufficient number of hand brakes must be applied in accordance with Rule 401.

13. **Consolidated Code Rule 103(E)**, as contained in the 1967 Edition does not apply on Burlington Northern. The following rule applies:

103(E) cars must not be handled ahead of the engine between stations outside of yard limits except when necessary to take cars to or from a spur track, or in work train service, or when it is necessary for a train to make a back up movement. Such movements must be for no greater distance than necessary, and air brakes on such cars must be cut in and operative.

14. If radios are provided, a voice test of the radio in the control unit and caboose must be made to determine if the radio is working properly before a train leaves its starting point.

If the radio is working properly, it must be turned on during entire trip with volume adjusted so calls may be received. Defective radio equipment must be reported to the chief dispatcher at first point of communication. The conductor and engineer will be equally responsible to see that these instructions are complied with.

15. **Within Yard Limits**, in non-ABS territory, the main track must not be used as a convenient storage track for connections not run, or other reasons, except in case of serious emergency when it becomes necessary to leave cars on main track in such territory, they must be protected by train order.

16. **Failed Equipment Detector Instructions—**

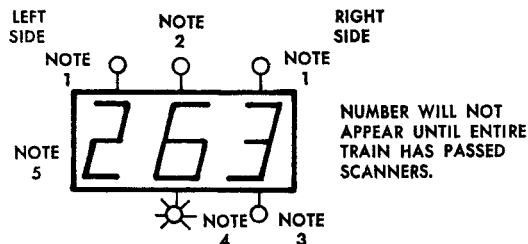
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site. If no means of communication is available train must not move beyond failed equipment sign unless proceed signal is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection.

DEFECTIVE EQUIPMENT DISPLAY

AS VIEWED FROM APPROACHING TRAIN



Note: 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated, and on left side when left light is illuminated. Stop and inspect train.

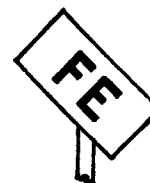
Note: 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note: 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected, stop and inspect train as indicated. Advise dispatcher reason for delay by first available means of communication.

Note: 4—Flashing train inspection indicator light. When illuminated train is being checked for hot bearing and dragging equipment. If this light is not illuminated, stop and inspect train.

Note: 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least four (4) axles both directions from indicated number.

FAILED EQUIPMENT SIGN



Failed (F.E.) signs are located 13,500 feet beyond the defective equipment detector site.

MINNESOTA DIVISION

(Northtown - Staples)

FIRST SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
	Zone—Between	Passenger Freight
Northtown and Staples.....	75 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length	220,000 lbs.
40 ft. to 52.5 ft. in length	263,000 lbs.
Over 52.5 ft. long	315,000 lbs.

3. **Train Register Exceptions—**

At Northtown, through trains will register by ticket.
At Coon Creek, Wisconsin Division 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 Elk River Rule 83(B) does not apply.

At East St. Cloud trains from Tenth Subdivision secure clearance at "DX" office St. Cloud.

In CTC Territory—Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.

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.

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 Fifth Subdivision are not governed by Stop sign located east of Soo Line overhead bridge.

Time applies at switchtender's territory.

Train movements against the Current of Traffic on Westward main track between 43rd Ave., Northtown, and Switchtender Northtown will be made on authority of Northtown operator. Before granting authority, operator will place automatic block signal to indicate stop for Westward movement at Switchtender territory.

Trains stopped by this signal will be governed by instructions of the Switchtender or communicate with operator for instructions.

7. **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.

8. **At Little Falls—**A City Ordinance prohibits blocking any street crossing for longer than 10 minutes, with particular emphasis on Broadway Street Crossing (Highway No. 10).

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.

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.

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.

10. 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.

MINNESOTA DIVISION

(Lyndale Jct. - Moorhead Jct.)

SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
	Passenger	Freight

Over Milw Crossing 3.6 miles west
of Wahpeton Jct. 60 MPH. 35 MPH.

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

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. **Bridge, Engine and Heavy Car Restrictions—**

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.

Breckenridge, first class trains and extra passenger trains register by ticket at passenger station. Other trains register at yard office.

Lyndale Jct., all trains register by ticket.

- 4. Clearance Provisions and Exceptions Rule 83(B)—**
 All trains must obtain clearance at Willmar and Breckenridge. At Lyndale Jct., Westward first class trains will not require a clearance if train order signal indicates proceed. Westward Fourteenth Subdivision trains will require Soo Line RR clearance at Breckenridge, and will not require a clearance at Aberdeen Line Jct. Wahpeton Jct., trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive.

In CTC Territory:

Rule 83(B) will not apply at intermediate stations when so authorized by the train dispatcher.

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.

Westward trains, between MP 16 and MP 17, approximately 4 miles west of Kent.

6. Automatic Interlockings Not Indicated at Station—

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

7. 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.

8. Instructions Governing Operation of Train and Engines within Centralized Control System—

Willmar is the control station for CTC under the supervision of train dispatcher.

Two main tracks known as—NORTH MAIN and SOUTH MAIN—extends between the following points:

MP 98 and MP 105.

9. 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 Main Track 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 Second Subdivision having cars to set out at this point will stop before passing eastward Absolute Signal to make setout.

12. 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.

14. At Moorhead Jct.—Interlocking governs movement over east switch of siding and Junction with Second Subdivision is remotely controlled by operator at Fargo Passenger Station.

15. At 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.

16. Minneapolis Terminal Area—

City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

MINNESOTA DIVISION

THIRD, ELEVENTH, THIRTEENTH AND FIFTEENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Morris and Browns Valley.....	35 MPH
Wayzata and Hutchinson	25 MPH
Willmar and Asbury	49 MPH.
Asbury and Hanley Falls—MP 30 to MP 36.....	45 MPH.
Granite Falls and Hanley Falls—MP 36 to MP 37.....	30 MPH.
Granite Falls and Marshall—MP 37 to MP 54.....	45 MPH.
Cottonwood and Lynd—MP 54 to MP 69.2.....	49 MPH.
Lynd and Florence—MP 69.2 to MP 79.5.....	45 MPH.
Florence and Garretson—MP 79.5 to MP 127.3.....	49 MPH.
Garretson—Within city limits	20 MPH.
Garretson to Lester	45 MPH.
Lester—Within city limits	20 MPH.
Lester to Merrill	45 MPH.
Merrill—Within city limits	20 MPH.
Merrill to Sioux City.....	45 MPH.
Between Absolute Signals of Interlockings at:.....	20 MPH.

Clara City.

Hanley Falls.

Hills.

Wren Tower.

CMStP&P RR crossing 1.13 miles west of Sioux City.

Sioux Falls.

Lennox and Davis.

IC RR Crossing, 2.89 miles west of Sioux City..... 10 MPH.

Garretson and Sioux Falls..... 30 MPH.

Sioux Falls and Yankton..... 25 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. |

Trains or engines through turnouts at following location:

Sioux City west switch 26th street yard.

2. Bridge, Engine and Heavy Car Restrictions—

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:

MINNESOTA DIVISION

(St. Croix Tower - Northtown) (Northtown - Lyndale Jct.)

FIFTH AND NINTH SUBDIVISIONS

- 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 134 and MP 135 between Garretson and Hills.
- Westward trains, between MP 208 and MP 209 between Merrill and Wren Tower.
6. **Automatic Interlockings Not Indicated At Station—**
 C&NW Ry. crossing.....6.6 miles west of Hills
 C&NW Ry. crossing.....3.9 miles west of Sioux Falls
 C&NW Ry. crossing.....3.5 miles west of Davis
7. At Granite Falls, push button controls are located at crossover switches, at siding switches, and on absolute signals. 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 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 train occupies main track at depot for a period in excess of four minutes, trainman must operate push button to obtain interlocking route. Push button boxes must be kept closed and locked except when in use.
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.
9. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not required between stations on the Eleventh, Thirteenth and Fifteenth Subdivisions.

MINNESOTA DIVISION

(Wahpeton Jct. - Casselton)

FOURTH SUBDIVISION

1. **Speed Restrictions—** **Maximum Speeds Permitted**
 Zone—Between **Freight**
 Chaffee Line Jct. and Chaffee..... 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 Over 40 ft. long.....263,000 lbs.
 Cars over 52.5 ft. long.....315,000 lbs.
3. **Train Register Exceptions—None.**
4. **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.
5. **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.
6. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not required between points shown below:
 Chaffee Line Jct. and Chaffee

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
3rd St. and Mpls.	55 MPH.	30 MPH.
Division Street Interlocker:		
Loaded coal and potash trains.....		5 MPH.
All other trains.....		12 MPH.
1st St. North, and Lyndale Jct.....	30 MPH.	30 MPH.
Jct.	30 MPH.	30 MPH.
Northtown and Van Buren St. N.E.....		30 MPH.
Van Buren St. N.E. and Harrison St. N.E.		20 MPH.
Mpls. Jct. and 1st St. North.....		20 MPH.
1st St. North and Northtown via 14th Ave. North	30 MPH.	30 MPH.
Between East End Stone Arch Bridge and Mpls.	30 MPH.	20 MPH.
Mpls., all tracks between West End Stone Arch Bridge, 1st St. North, and C&NW Ry crossing.....	Reduced Speed	Reduced Speed
Between 1st St. North and West End Stone Arch Bridge—Unit coal trains and unit potash trains.....		10 MPH.
Mpls. wye track	8 MPH.	8 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		
1st St. North—Northtown—315,000 lbs.....	15 MPH.	15 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
 At Northern States Power Co., Riverside Plant. Engines are not permitted on trestle bridges.
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 40 ft. to 52.5 ft. in length263,000 lbs.
 Over 52.5 ft. long315,000 lbs.
3. **Train Register Exceptions—**
 Westminster St.—Freight trains only
 Mpls.—Westward Freight trains register by ticket when directed by train order to do so.
 Northtown Trains not originating may register by ticket.
4. **Clearance Provisions and Exceptions, Rule 83(B)—**
 1st St. North—Trains may proceed on authority of clearance under which they arrived.
 Mpls.—All first class trains must receive clearance.
 All eastward BN trains originating at Daytons Bluff must secure Milwaukee Clearance before passing Oakland Tower.
 Eastward first class trains leaving Mpls. must secure both BN and Milwaukee Road clearance at Mpls.
 Westward first class trains must secure BN clearance at St. Croix Tower.
5. **Handling of High Wide Cars and Close Clearances—**
 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.
6. **Routing of Trains and Engines—**
 Switchtenders will route trains and engines at Lyndale Jct., Union Yard Puzzle, West End Union "R" Yard, Mpls. Jct. East Wye, West Wye, and Northtown.

Trains and engines will not proceed until proper signal is received from switchtenders to pass through or over switchtenders' territory.

7. Switchtenders' territory at 1st St. North is as follows:

On the Ninth Subdivision, C&NW crossing to west yard, Fifth Subdivision crossing at 1st St. North, all main line switches east of Burlington Northern Minneapolis Freight House, all switches off of C&NW Railway including movements to the Railway Transfer Division of the C&NW, all switches west end of the Mpls. Psgr. Station including C&NW crossings.

All trains and engines must stop before entering this territory unless a proceed signal is received from the switchtender in charge.

The regular route for trains through Mpls. Psgr. Station will be via Track No. 6.

First Street switchtenders will route all Amtrak trains at the East end of Mpls. Psgr. Station. While within these limits, it will not be necessary to observe Rule 99.

8. 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 Fifth Subdivision are not governed by Stop sign located east of Soo Line overhead bridge.

Time applies at switchtender's territory.

Train movements against the current of traffic on westward main track between 43rd Avenue, Northtown, and switchtender Northtown will be made on authority of Northtown operator. Before granting authority, operator will place automatic block signal to indicate stop for westward movement at switchtender territory.

Trains stopped by this signal will be governed by instructions of the switchtender or communicate with operator for instructions.

9. St. Paul Terminal Area—

Enginemen on trains, transfers and switch engines observe City Ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of, any railroad locomotive within the limits of the City of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

Minneapolis Terminal Area—

City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

10. Miscellaneous—

Between 3rd Street and Mpls., 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 Mpls.

On track 2, 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.

11. Como Avenue Crossover Movements—

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.

12. Eastward freight trains at Lyndale Jct., and westward freight trains at 1st St. North, may run ahead of first class trains between those points after receiving proceed signal from switchtender.

13. Lyndale Jct.—Eastward freight trains on Second Subdivision, having cars to set out at this point, will stop before passing eastward Absolute Signal to make set-out.

14. 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.

15. Mpls. Jct.—Train must stop before passing over the crossing of the Industry Track 460 feet East of Jct. yard office, unless proceed signal is received from switchtender.

16. 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) Two spring switches located at east end Mpls. Jct. Roundhouse.

(1) leading off Roundhouse lead to westward main line towards 1st 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.

With facing point lock:

(a) East end of track 4 near Fourth Street, St. Paul. Normal position is for track 3.

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.

17. Manual Interlocking with Dual Control Switches—

Westminster St. St. Paul

St. Anthony Minneapolis

15th Avenue S.E. Minneapolis

Boom Island Minneapolis

Westminster St. Tower—Between the absolute signal limits of Westminster St. Interlocking, train or engine movements may be made in either direction on tracks 1 and 2, by signal indication.

To insure safe movement on descending grade, trains and engines using track 4 at Westminster St. 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 4 main 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.

18. At 14th Ave. North 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 852 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.

19. Semi-Automatic Interlockings Not Indicated in Time Table—

Hopkins C&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 electrically locked across BN track. See instructions posted in box locked with a switch lock.

20. **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 Fifth Subdivision are not governed by Stop sign located east of Soo Line overhead bridge.

Time applies at switchtender's territory.

Train movements against the current of traffic on westward main track between 43rd Ave. Northtown and switchtender Northtown will be made on authority of Northtown operator. Before granting authority, operator will place automatic block signal to indicate stop for westward movement at switchtender territory. Trains stopped by this signal will be governed by instructions of switchtender or communicate with operator for instructions.

21. **Between 3rd St. and Mpls.**—

First North track is Westward main track.

Second North track is Eastward main track.

Third North track is running track for Westward freight movements. Train order authority not required.

Fourth North track is running track for Eastward freight movements. Train order authority not required.

Between 1st St. North and Lyndale Jct.—

First North track is a switching lead.

Second North track is Westward main track.

Third North track is Eastward main track.

Fourth North track is running track for Westward freight movements.

Fifth North track is running track for Eastward freight movements.

22. **Between Westminster St. and St. Anthony**—

All trains and engines on Westward main track will sound whistle and keep bell ringing while passing area between Rice Street Bridge and Maxim Industries.

23. **St. Paul Union Depot**—

All train movements through the Saint Paul Union Depot will be made in accordance with Rule 93 of the Consolidated Code of Operating Rules. Trains or engines entering the Saint Paul Union Depot off Milwaukee Road or Burlington Northern east leg of the wye at the east end of the Saint Paul Union Depot, must communicate with the switchtender located at Sibley Street by telephone which is located on a post where shanty 9-10 was formerly located, for authority to use tracks 22 or 23. All switches must be lined in normal position after being used, which is straight—for moves on track 22—lead five and track 23—lead six.

24. **At Milwaukee Pig's Eye Yard**—

Crews delivering unit coal trains will stop opposite talk-back speaker located just East of Milwaukee roundhouse on South side and contact Milwaukee Yardmaster before proceeding. Milwaukee Yardmaster will advise instructions for yarding train.

25. Handling 80 foot or longer cars (See All Subdivision Special Instructions) 5th Subdivision. Division Street to Westminster St. Tower, MP 429.23 to 1.88 inc.

MINNESOTA DIVISION (3rd Street - White Bear Lake)

SIXTH SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
	All Trains
3rd Street and White Bear Lake.....	50 MPH.
White Bear Lake and 3rd Street cars over 315,000.....	15 MPH.
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 very carefully.
2. **Bridge, Engine and Heavy Car Restrictions**—

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

40 ft. or less in length	220,000 lbs.
40 ft. to 52.5 ft. in length	263,000 lbs.
Over 52.5 ft. long	315,000 lbs.
3. **Train Register Exceptions**—

At Gloster, trains will register when directed to do so by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)**—

At 3rd Street, CMStP&P trains originating will be governed by BN clearance furnished at CMStP&P Yard, BN trains will be governed by clearance furnished at Dayton's Bluff. At Gloster Rule 83(B) does not apply.
5. **White Bear Lake** will not be considered an initial station for through trains moving to or from Wisconsin Division Second Subdivision to or from Minnesota Sixth Subdivision. Train order signal governs only these trains.
6. **At 3rd Street**—

All train and engine movements, over these tracks are controlled by switchtenders at 3rd Street and Operator at Division Street.
7. **West of 4th St. Bridge**—All eastward trains off Sixth Subdivision using crossover to westward main track of East Side Line of 3rd Subdivision will stop and proceed upon signal from 3rd Street Switchtender.
8. **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 as instructed in Air Brake Rule book.

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.
9. **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 Yard required to wait at the stop board in excess of 2 minutes for clearance prior to 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.

10. At White Bear Lake—

Westward trains making stop at the depot must stop with engines or cars east of "Crossing Signal Restart" sign located on south side of track 100 feet east of 4th Street crossing.

Cars must not be left on siding within 300 feet of 4th Street crossing.

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.

11. St. Paul Terminal Area—

Enginemen on trains, transfers and switch engines observe City ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of, any railroad locomotive within the limits of the City of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

12. Yard Limits—

3rd Street Yard St. Paul to yard limit sign west of Gloster.

13. 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.

14. Handling 80 Foot or Longer Cars (See all Subdivision Special Instructions).

3rd Street to White Bear Lake MP 0.00 to 10.8 inc.

MINNESOTA DIVISION
(3rd Street - 1st Street North)
SEVENTH SUBDIVISION

1. Speed Restrictions— Maximum Speeds Permitted

Zone—Between	Freight Trains
3rd St. and Mississippi St.....	15 MPH.
Mississippi St. and Lowry Ave.....	35 MPH.
Lowry Ave. and switchtender territory Northtown.....	12 MPH.
At Mississippi Street Interlocking.....	12 MPH.
3rd Street and Northtown; cars over 315,000.....	15 MPH.
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	15 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

40 ft. or less in length	220,000 lbs.
40 ft. to 52.5 ft. in length	263,000 lbs.
Over 52.5 ft. long	315,000 lbs.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 83(B)—
At 3rd St., Soo Line Jct., Rule 83(B) does not apply.

5. All Trains must receive running authority before entering the 7th Subdivision between Lowry Avenue and Mississippi Street. Eastward trains from Northtown will obtain running authority at 43rd Avenue. Trains entering the 7th Subdivision at Union will obtain running authority at St. Anthony. Westward trains will obtain running authority at Division Street or Mississippi Street. Trains terminating at Park Junction or East Minneapolis or leaving the 7th Subdivision at Union via the Q connection will notify the Operator at Mississippi Street when clear of the main track.

Conductors of yard engines or transfer movements and engineers or hostlers of lite engines must obtain permission from the Operator at Mississippi Street before occupying the main track. "Main track permission" will be given by the Operator in the following form:

"(engine or transfer movement) may use (track or tracks) between _____ and _____ (or at _____) _____ m until _____ m".

When requesting "main track permission", Conductor of yard engines or transfer movements and engineers or hostlers of lite engines will give his name, locations, engine number and specify track or tracks to be used. When main track permission is granted, the instructions must be repeated to the Operator. No movement may be made until the Engineer has received and understands the "main track permission" granted.

Engines and transfer movements must be clear of the track or tracks specified or work completed, switches restored to normal position before expiration of the time specified, and the Operator at Mississippi Street so advised. If additional time is required, authority must be secured from the Operator at Mississippi Street before the previously authorized time expires.

6. Spring Switches—

Lowry Ave.—At end of double track.

Normal position is for the Eastward main track.

Switch is protected by dwarf indicator lights located back to back on the South side of the track.

When a lunar light is displayed on the spring switch light, it indicates that the 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. St. Paul Terminal Area—

Enginemen on trains, transfers and switch engines observe City ordinance 2853 quoted below:

"It shall be unlawful to ring any bell on, or sound the whistle of, any railroad locomotive within the limits of the City of St. Paul, except as a warning against immediate threatened danger, and only upon starting an engine."

Minneapolis Terminal Area—

City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

8. At Northtown—

Switchtender territory extends from Soo Line overhead bridge to six hundred' (600) feet east of Thirty-third Ave. N.E. overhead bridge. Eastward trains moving via Fifth Subdivision are not governed by Stop Sign located east of Soo Line overhead bridge.

Time applies at switchtenders territory.

Train movements against the current of traffic on westward main track between 43rd Avenue, Northtown, and switchtender Northtown will be made on authority of Northtown operator. Before granting authority, operator will place automatic block signal to indicate stop for westward movement at switchtender territory.

Trains stopped by this signal will be governed by instructions of the switchtender or communicate with operator for instructions.

MINNESOTA DIVISION

(Lyndale Jct. - Willmar)

TENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Lyndale Jct. and Monticello.....	50 MPH.
Monticello and St. Cloud Yard.....	40 MPH.
St. Cloud Yard and Willmar.....	40 MPH.
Between Absolute Signals of Interlockings at:.....	20 MPH.
Rice Jct.	
Paynesville.	
Trains or engines through No. 20 turnouts at following location:	35 MPH.
Robbinsdale, east and west switches of siding.	
- Bridge, Engine and Heavy Car Restrictions—**

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

40 ft. or less in length	220,000 lbs.
Over 40 ft. long.....	263,000 lbs.
- Train Register Exceptions—**

Lyndale Jct., all trains register by ticket.
- Clearance Provisions and Exceptions Rule 83(B)—**

All trains must obtain Clearance at St. Cloud Yard. Trains originating at Rice Jct. may proceed without a clearance. At MW Jct., eastward MW trains will not require a clearance.
- 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 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.

If signal does not clear and there is no train or engine approaching on conflicting route, train or engine may pass signal on obtaining a proceed signal from member of crew at the switch; movement must be made at restricted speed to next signal. Rule 509 does not apply at this location.
- Manual Interlocking with Dual Control Switches—**

Rice Jct.
This switch is electrically controlled by operator at St. Cloud Yard.
- Automatic Interlockings Not Indicated at Station—**

Soo Line RR. crossing.....1.3 miles west of Robbinsdale
- 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.
- Minneapolis Terminal Area—**

City ordinance of Minneapolis prohibits the unnecessary use of the engine whistle.

MINNESOTA DIVISION

(Benson-Huron) (Hayti - Sioux Falls)

TWELFTH AND SIXTEENTH SUBDIVISIONS

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Benson and Huron	35 MPH.
Hayti and Sioux Falls.....	25 MPH.
Between absolute signals of interlockings.....	20 MPH.
At 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.
- Bridge, Engine and Heavy Car Restrictions—**

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

40 ft. or less in length	220,000 lbs.
40 ft. and over.....	263,000 lbs.
Except Sioux Falls to Hayti.....	220,000 lbs.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not required between Watertown and West Side Jct. and Benson and Huron.**

MINNESOTA DIVISION

(Aberdeen Line Jct. - Aberdeen)

FOURTEENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Geneseo Jct. and Aberdeen.....	45 MPH.
Havana and Amherst—MP 65 to MP 84.....	10 MPH.
Between Absolute Signals of Interlockings at:	20 MPH.
Aberdeen	
- Bridge, Engine and Heavy Car Restrictions—**

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.
- Train Register Exceptions—None.**
- 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 Fourteenth Subdivision trains will require Soo Line R.R. clearance at Breckenridge.

Eastward Fourteenth Subdivision trains will require Soo Line R.R. clearance at Aberdeen or Rutland.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not required between Geneseo Jct. and Aberdeen.**

MINNESOTA DIVISION
(Elk River - Princeton)

SEVENTEENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
 Zone—Between Freight
 Elk River and Princeton..... 30 MPH.
 Except between Elk River and Zimmerman—MP 2
 to MP 7..... 10 MPH.
 Between Absolute Signals of Interlocking at Elk River 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 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. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. Unless otherwise instructed, protection against following trains,
 as required by Consolidated Code Rule 99, is not required on
 Seventeenth Subdivision.

MINNESOTA DIVISION
(Villard - Morris)

EIGHTEENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
 Villard and Morris..... 15 MPH.
 At Villard approaching main street crossing..... 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Series 5600, 5700 and 6400 diesel engine units...Not Permitted
 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.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
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.

WISCONSIN DIVISION
(Coon Creek - Duluth)

FIRST SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
 Zone—Between Freight
 Central Ave. and Boylston..... 50 MPH.
 Boylston and Foxboro 40 MPH.
 Foxboro and Coon Creek 60 MPH.
 Garfield Ave. 30 MPH.
 At Superior—Over switches at Belknap St. and
 C&NW Conn. 15 MPH.
 Over Bridge 2, St. Louis Bay..... 15 MPH.
 Boylston Wye Track.....10 MPH.
 Over wheel checker—
 Saunders 20 MPH.
 Except ore trains 15 MPH.
 Long lead, east end Sandstone Yard..... 15 MPH.
 Trains or engines through No. 20 turnouts at follow-
 ing locations: 35 MPH.
 SaundersCrossover Brook ParkJct. and Siding
 BoylstonCrossover GrasstonSiding
 AskovSiding Coon CreekJct.
 HinckleySiding Coon CreekCrossover
 Trains or engines through No. 15 turnouts at follow-
 ing locations: 25 MPH.
 Cent. Ave.Crossover
 SaundersJct.
 Br. 1.3End Dbl. Trk.
2. **Bridge, Engine and Heavy Car Restrictions—**
 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.
 Cars over 52.5 ft. long.....315,000 lbs.
3. **Train Register Exceptions—**
 All trains register by ticket at Saunders and Coon Creek.
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.
 Rule 83(B) does not apply for trains originating at Garfield
 Ave., Rices Point, 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.
 Westward, between MP 77 and MP 76 approximately 8 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.

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

10. Dragging Equipment Detector Indicator—

Westward trains on Signal 16.8 between Boylston and Foxboro.
 Eastward trains on Signal 61.1 between Askov and Sandstone.

11. At Rices 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.

12. Automatic Interlocking Not Indicated at Station—

Superior
 78rd 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."

13. At Superior—City ordinance prohibits blocking any street crossing for more than 10 minutes, except in case of unavoidable breakdown.

14. 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.

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.

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.

15. 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.

16. Derail Switches—At approach to Minnesota Draw from Duluth. At Superior—Winter St. just opposite freight house.

17. BN Transfers going to Rices Point Yard will use C&NW track from bridge switch to switch in C&NW main track leading to new connection to Rices Point Yard. Authority to use C&NW track will be given by clear signal at Minnesota Draw.

For movement from Rices Point Yard to Superior, authority to use C&NW track must be obtained from Minnesota Draw by radio before leaving yard.

18. 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.

19. At Garfield Ave.—Switchtender service 6:30 a.m. and 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.

Unless otherwise instructed, eastward freight trains made up in Bridge Yard, departing via First Subdivision, will use westward 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.

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

WISCONSIN DIVISION

(White Bear Lake - Garfield Ave.)

SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	
Garfield Ave. and West Duluth Jct.....	30 MPH.
Over 21st Ave. West Crossing.....	15 MPH.
Between Garfield Avenue-Mahtowa—315,000 lbs.....	20 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.
Through Pine City	25 MPH.

MP 14 and MP 11.....	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.

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. long.....	263,000 lbs.
Cars over 52.5 ft. long	315,000 lbs.

3. **Train Register Exceptions—**
At Carlton trains register by ticket.

4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Carlton—all trains secure clearance.

5. **Spring Switches—**
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.

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 spur 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.

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

9. **At West Duluth Jct.—**

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. All train and engine movements between DWP interlocking at 46th Ave. W. and West Duluth Jct. (63rd Ave. W.) will be made on westward main track.

10. **At Carlton—**

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.

11. **At Cloquet—**

Trains and yard engines must stop at the Northwest Paper Mill crossing (East Cloquet), and protect crossing by flagman.

Movements over Arch Street crossing, west of depot, must be protected by flagman.

Derails located near east end of tracks No. 1 and No. 2, are not provided with derail signs.

12. **At Hinckley—**

Cars must not be left on No. 1 yard track.

Trains must not block highway crossing one-half mile east of station, and South First Street Crossing more than five (5) minutes.

Foot crossing west of depot must not be blocked with cars.

13. **Signal Overlap—**

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

WISCONSIN DIVISION

(Little Falls - International Falls)

THIRD SUBDIVISION

- | 1. Speed Restrictions— | Maximum Speeds Permitted |
|---|--------------------------|
| Zone—Between | Freight |
| Little Falls—Brainerd | 30 MPH. |
| Little Falls—Brainerd, 315,000 lbs. | 20 MPH. |
| Brainerd—North Bemidji | 30 MPH. |
| North Bemidji—International Falls | 30 MPH. |
| Funkley—Kelliher | 10 MPH. |
| Brainerd—International Falls, Cars Over 315,000 lbs. | 10 MPH. |
| Brainerd—International Falls, handling ore cars..... | 25 MPH. |
| 150 ton derricks, Pile Drivers 24 to 34 inclusive, cars under 40 ft. 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. |
| Bridge 106 Little Falls | 10 MPH. |
| Bridge 185 Little Falls..... | 10 MPH. |
| Bridge 166—Between Big Falls and Grand Falls..... | 10 MPH. |
| At Brainerd, over public crossings | 10 MPH. |
| At Bemidji—over public crossings at, | |
| Carpenter Ave. | 30 MPH. |
| Mill Park | 20 MPH. |
| Skelly Oil | 20 MPH. |
| Other public crossings | 15 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
- | | |
|--------------------------------|--------------|
| 40 ft. or less in length | 220,000 lbs. |
| Over 40 ft. long | 263,000 lbs. |
| Cars over 52.5 long | 315,000 lbs. |
- Between Little Falls—Brainerd:
- | | |
|---|---------------|
| 250 ton wrecking derricks and pile driver | |
| NP 25 | Not Permitted |
- Bridge 94 at Bemidji, 250 ton wrecking derricks...Not Permitted
- Bridges 166, Big Fork River, and 185, Little Fork
- | | |
|---------------------------------|---------------|
| 250 ton wrecking derricks | Not Permitted |
|---------------------------------|---------------|
- U25C, U28C, U33C and SD45 series Diesel
Electric Engines
- Not Permitted
- Between Funkley and Kelliher:
- | | |
|--|---------------|
| Series 5600, 5700 and 6400 diesel engine units.. | Not Permitted |
| Cars weighing more than 263,000 lbs. | Not Permitted |
- 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.

3. **Train Register Exceptions—**
At Funkley—Trains will register only when so directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Brainerd—All trains secure clearance unless otherwise directed.
At North Bemidji—All trains secure clearance.
5. **At Camp Ripley Jct.—**Gate over track leading to Camp Ripley, about 400 ft. 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 very carefully and movement protected as prescribed by Rule 103.
6. **At Camp Ripley—**Unloading platform along south track does not afford standard clearance from a point 270 ft. west of gasoline unloading pipe to end of platform.
7. **At Brainerd—**
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.
8. **At North 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.
9. **North 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.
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. Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99 is not required.

WISCONSIN DIVISION
(Central Ave. - Staples)

FOURTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Central Ave. State Line	40 MPH.
State Line and MP 20.....	30 MPH
MP 20 and MP 28 (Carlton).....	40 MPH.
Deerwood and Ironton.....	25 MPH.
MP 28 and MP 148 (Staples).....	45 MPH.
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.....	30 MPH.
At Carlton, over double-slip switch within interlocking; through movements via Fourth Subdivision	30 MPH
Other movements	15 MPH.

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.
- Between East DM&I Jct.—Superior—315,000 lbs..... 20 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
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.
Cars over 52.5 ft. long315,000 lbs.
3. **Train Register Exceptions—**At Carlton trains register by ticket.
At Central Ave.—Trains register by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**At Carlton and Brainerd all trains secure clearance.
5. **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.
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.
6. **Carlton Interlocking—**
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.
7. **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: 0000
To siding: 00 —
8. **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.
9. **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.
Train order signal does not govern trains enroute to or from Ironton.
10. **At Brainerd—**
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 employees 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.

11. **Sidings—**
Aitkin, north siding is westward; south siding is eastward.
Brainerd, No. 1 Track in New Yard is Siding.
12. **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 must have 90 pounds brake pipe pressure prior to departure Sawyer, except on trains which have less than 50 tons per brake.

WISCONSIN DIVISION
(Boyleston - Crookston Freight)

FIFTH SUBDIVISION

1. **Speed Restrictions—**
- | Zone—Between | Maximum Speeds Permitted |
|---------------------------|--------------------------|
| | Freight |
| Boyleston and Mirbat..... | 40 MPH. |
| Mirbat and Gunn..... | 60 MPH. |
| Gunn and Crookston..... | 49 MPH. |
- Between Absolute signals of Interlockings at:
- | | |
|---------------------------|---------|
| Bridge 29, Westward | 20 MPH. |
| Bemidji | 20 MPH. |
| Erskine | 20 MPH. |
- Cass Lake, on all tracks over footwalk crossing located west of Mainline switch to Roundhouse..... 8 MPH.
- Trains or engines through No. 20 turnouts at following locations: 35 MPH.
- | | | |
|-------------------------------|---------------|------------------|
| BrookstoneEnd Dbl. Trk. | Philbin | Siding |
| Paupores | Siding | Swan River |
| Floodwood | Siding | Bridge 29 |
| Island | Siding | |
- Trains or engines through No. 15 turnouts at following locations: 25 MPH.
- | | | | |
|---|------|------------|---------|
| Boyleston | Jct. | Gunn | Jct. |
| Between Gunn and Cloquet handling pulpwood..... | | | 30 MPH. |
| Loaded Tac Trains over Jct Switches—Gunn..... | | | 15 MPH. |
| Loaded unit coal and potash trains, MP 10 and MP 117 between Benoit and Cohasset..... | | | 30 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
- | | |
|-------------------------------|--------------|
| 40 ft. or less in length..... | 220,000 lbs. |
| Over 40 ft. long..... | 263,000 lbs. |
| Cars over 52.5 ft. long..... | 315,000 lbs. |
3. **Train Register Exceptions—**
Crookston Freight—Trains register by ticket.
Crookston Yard—Trains originating and terminating will register at Crookston Freight.
Tilden Jct. is a Register station only for trains directed by Train Order to register there.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Boyleston, 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.

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 4½ miles west of Island.
Eastward, between MP 87 and MP 86 approximately 2 miles east of Wawina.
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.
6. **Spring Switches with Facing Point Lock—**
Cass Lake, east yard switch.
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. **At Cass Lake—**Whistle signal must be sounded as prescribed by Rule by all trains over footwalk west of roundhouse switch. Crossing must be cut immediately. When this crossing is blocked by coupling train, trainmen must remain at the crossing to prevent pedestrians from crossing through the cars.
When performing switching over U.S. Highway No. 371 which is protected by Griswold signals and gates, a member of the crew must be at the crossing and use his switch key to operate the gates during switching movements within the crossing circuits.
8. **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)
9. **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.
At Signal 62.3 and Signal 62.2 between Brookston and Paupores.
10. **Automatic Interlockings Not Indicated at Station—**
Bridge 29—2.2 miles east of Alford Gauntlet.
11. **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.
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.
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 have sufficient number of cars attached to their engine so that engine will not enter curve.
14. **MP&L Plant, Cohasset—**
Do not leave cars on load tracks that will foul east switch to loop track. Derail has been placed so cars cannot enter loop track.
Normal position for inside switch of MP&L wye will be for west leg of wye.
No clearance signs have been placed on rotary car dump shed. Will not clear man on side of car.

WISCONSIN DIVISION

(Brook Park - East St. Cloud)

SIXTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Brook Park and St. Cloud.....	40 MPH.
Absolute Signals of Interlockings at:.....	20 MPH.
St. Cloud.	
- Bridge, Engine and Heavy Car Restrictions—**

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

40 ft. or less in length	220,000 lbs.
Over 40 ft. long	263,000 lbs.
Cars over 52.5 ft. long.....	315,000 lbs.
- Train Register Exceptions—None.**
- 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.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not required on Sixth Subdivision.

WISCONSIN DIVISION

(Ashland - Central Ave. Tower)

SEVENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Ashland and Central Ave.....	35 MPH.
Exception: On all curves between MP 12 and Allouez..	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.....	5 MPH.
All trains and engines, 7th Ave. West to 22nd Ave. West, between MP 0 and 2, Ashland	10 MPH.
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, U38C Diesel electric engines....	20 MPH.
File Drivers NP 25 to 28, GN X9100-9103, inclusive	20 MPH.
Soo Line Crossing	20 MPH.
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.
- Bridge, Engine and Heavy Car Restrictions—**

Between Allouez and Ashland

250-ton wrecking derricks.....	Not Permitted
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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.
Cars over 52.5 ft. long.....	315,000 lbs.
- Train Register Exceptions—**At Central Ave. trains register by ticket.

Ashland, Soo Line Station.
Superior, Soo Line 21st Street Yard Office.
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- 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.

- At East End—**Normal position of switch at end of double track is for westward trains.
- At Soo Line Crossing,** Interlocking is remotely controlled by Soo Line Operator at Stinson Yard.

When necessary to get signal for route, call control operator from telephone near crossing. If unable to communicate with control operator in a reasonable time, movement over crossing may be made in accordance with Rule 606(c).
- 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.
- At Central Ave.—**Normal position of switch at junction of Fourth and Seventh Subdivisions is for Fourth Subdivision.

WISCONSIN DIVISION

(New Duluth - LST&T Jct.)

EIGHTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
West Duluth Jct. and Zenith Furnace.....	15 MPH.
Zenith Furnace and LST&T Ry. Jct.....	15 MPH.
West Duluth Jct., and New Duluth	15 MPH.
Between West Duluth Jct.-LST&T Jct.....	315,000 lbs. 20 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

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

40 ft. or less in length	220,000 lbs.
Over 40 ft. long	263,000 lbs.
Cars over 52.5 ft. long.....	315,000 lbs.

Between New Duluth-
West Duluth Jct.....315,000 lbs. Not Permitted
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- At West Duluth Jct.—**Normal position of switches on east leg of wye is for Eighth Subdivision main track.
- Between West Duluth Jct. and Zenith Furnace:** Normal position of switches at 63rd Ave. West (Zenith Furnace DM&IR Crossing) is for through movement of DM&IR trains to and from DT running track and Fond du Lac branch.

WISCONSIN DIVISION

(Brookston - Gunn) (Dormer Jct. - Kelly Lake)

NINTH AND TENTH SUBDIVISIONS

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Brookston and Gunn (via Kelly Lake)	45 MPH.
Kelly Lake and Dormer Jct.	30 MPH.
Between Absolute Signals of Interlocking at:	
Emmert	20 MPH.
Loaded Tac Trains over Jct. Switches Gunn.....	15 MPH.
Trains or engines through No. 20 turnouts at following locations:	35 MPH.
Baden	Siding
Fermoy	Siding
Onega	Siding

2. **Bridge, Engine and Heavy Car Restrictions—**
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.
Cars over 52.5 ft. long..... 315,000 lbs.
3. **Train Register Exceptions—None.**
4. **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.
5. **Dragging Equipment Detector Indicator—**
Eastward Trains, on iron mast approximately 6400 feet east of Signal 62.2 about 2.5 miles west of Brookston.
Westward trains, at Signal 29.7 between Canisteo and Gunn.
6. **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.
7. 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.
Keewatin; Nashwauk; Butler Taconite Track; Calumet; Canisteo.
8. **Spring Switches without Facing Point Lock—**
Kelly Lake, west wye switch,
Normal position is for Ninth Subdivision.
Kelly Lake, end of double track,
Normal position is for eastward track.
When a lunar light is displayed on the spring switch light it indicates that spring switch is in normal operating condition.
9. **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.
10. BN trains to and from Virginia operate via DM&IR Ry. tracks between Emmert and Virginia.
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. Because of heavy mine truck operations over a 100 foot all rail public crossing one mile south of Chisholm depot on BN joint trackage spur track to the City of Chisholm, all trains must stop before entering this crossing and flag across.
13. 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.

14. 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.
15. 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.
16. 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.
17. 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.
18. Main track out of service from Dormer Jct. to Sherwood Jct. Main track Kelly Lake to Sherwood Jct. is all yard limit and movements will be governed by Consolidated Code Rule 93. Train order authority or Clearance 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.
19. 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.
20. 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.
21. Normal position of Gunn Line Switch at east leg of wye, Kelly Lake, will be for Ninth Subdivision.
22. **Crossovers on Double Track—**
Facing Point—Hull Crusher, Ruby Jct.
Trailing Point—Stevenson, Agnew, Hull Rust, Scranton, North Mitchell, Kerr, Hibbing.

**WISCONSIN DIVISION
ELEVENTH, TWELFTH, AND THIRTEENTH
SUBDIVISIONS**

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Tilden Jct. and GN Jct.	40 MPH.
GN Jct. and Warroad.....	30 MPH.
Key West and Carthage Jct.....	15 MPH.
MN Jct. and Noyes Jct.....	40 MPH.
Noyes Jct. and MP 81.5 one mile east of Humboldt....	49 MPH.
MP 81.5 one mile east of Humboldt and Noyes.....	25 MPH.
Between absolute signals of interlocking at Warroad..	20 MPH.
Wye tracks at Warroad and Thief River Falls.....	5 MPH.
Over crossover just west of Crookston FRT.....	15 MPH.
Thru Hallock	20 MPH.

FARGO DIVISION
(Staples - Jamestown)

FIRST SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	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.
Westward trains:		
MP 7 and MP 9 (Between Moorhead Jct. and West Fargo)		25 MPH.
Eastward trains:		
MP 27 and MP 17 (Between Casselton and Fife).....		55 MPH.
MP 10 and MP 9 (Between West Fargo and Fargo)....		25 MPH.
MP 9 and MP 7 (Between West Fargo and Moorhead Jct.)		20 MPH.
Loaded coal trains:		
Berea and MP 9 (East of Peak).....		40 MPH.
MP 59 (East of Peak) and Buffalo.....		45 MPH.
MP 27 (East of Casselton) and MP 14 (Between Fife and West Fargo).....		45 MPH.
MP 10 and MP 9 (Between West Fargo and Fargo)....		15 MPH.
MP 95 (At Bloom) over switch at end of double track		25 MPH.
At Detroit Lakes over Lake Street and Washington Avenue Crossings.....		55 MPH.
Through Casselton		40 MPH.
Between Casselton and Wheatland; through No. 20 turnouts located 1575 feet west of MP 28 and 335 feet west of MP 31.....		35 MPH.
Between Beres and Valley City Freight.....		20 MPH.
Over Second Subdivision crossing at Moorhead located 4800 feet west of MP 5 between Dilworth and 25th Street, Fargo.....		30 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.

At Dilworth: Freight trains..... 5 MPH.
Passing Yard Office unless otherwise instructed by Yardmaster on duty.

At Buffalo: End of double track..... 30 MPH.

2. **Bridge, Engine and Heavy Car Restrictions—**
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.
Cars over 52.5 ft. long.....315,000 lbs.
3. **Train Register Exceptions—**
At Dilworth, Passenger trains will register by ticket.
Jamestown Passenger Station—First Class and extra passenger trains only.
4. **Clearance Provisions and Exceptions Rule 83(B)**
Rule 83(B) does not apply at Manitoba Jct., Moorhead Jct., Fargo or 25th Street and does not apply to Eastward Dakota Second Subdivision trains entering Fargo First Subdivision at Junction Switch located 335 feet west of MP 31.

2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long 263,000 lbs.
Over 52.5 ft. long..... 315,000 lbs.
3. **Train Register Exceptions—**
Tilden Jct. trains will register only when directed by train order to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Rule 83(B) does not apply at Tilden Jct.
5. **Speed Test Boards—**
Engineers shall test speed of their trains passing the following points as compared with speed table:
Eastward trains, between MP 81 and MP 80 between Humboldt and Hallock.
6. **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.
7. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not required on Eleventh Subdivision and Thirteenth Subdivision.
8. **Noyes—**Crews from BN Yard to CP Yard Emerson may deliver to Emerson Yard before office staff is on duty.
9. **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.

WISCONSIN DIVISION
(Sauk Centre - Park Rapids)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between Freight
Sauk Centre and Park Rapids..... 30 MPH.
Absolute Signals of Interlockings at:
Park Rapids Jct..... 20 MPH.
Wadena 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long.....263,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not required on this subdivision.

WISCONSIN DIVISION
(Allouez - Saunders)

FIFTEENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted
Zone—Between Freight
Allouez and Saunders..... 15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
Over 40 ft. long 263,000 lbs.
Over 52.5 ft. long..... 315,000 lbs.
3. **Train Register Exceptions—**
All trains register by ticket at Saunders.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.

At Dilworth all trains must obtain a clearance.

At Fargo and Moorhead Junction—Trains from Second and Eighth Subdivisions and Minnesota Second Subdivision must secure verbal authority from the operator at Dilworth before entering First Subdivision.

Running Authority is not required for extra trains moving with the current of traffic where Rules 251-254 are in effect.

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.

Jamestown, at west end yard Westward main track switch to yard, not equipped with facing point lock.

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.

6. **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 Br. O, east of Dilworth and MP 16 1620 ft. 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 or Valley City Freight station immediately before departure when making a movement between Berea and Valley City Freight.

7. **Sidings—**

Loaded Unit Coal Trains will not use sidings or yard tracks except at the following locations:

At Peak	Siding
At Koldok	Siding
At Dilworth	Tracks Nos. 2, 3, 9 and 10 in the Eastbound Yard

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 Casselton—westward siding out of service except for local switch and storage purposes only.

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

8. **At Staples—**Minnesota Division instructions govern.

9. **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

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

11. **At Manitoba Jct.—**

If Signal governing movement from 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.

At Glyndon: Trains moving from Fargo First Subdivision to Fargo Sixth Subdivision must stop within 50 feet of highway 10 crossing north of Glyndon to activate highway protection.

12. **Between Fargo and Dilworth—**

Eastward trains must not pass 8th St. Fargo until it is known that the route will be clear at Moorhead Jct. for their movement.

At Moorhead Jct.—

Eastward trains crossing over to westward track and westward trains entering eastward track at crossover from long lead east of 21st Street crossing will observe to see that crossing gates at 21st Street are down before occupying the crossing. See item 15 All Subdivisions.

Interlocking governing movement over crossover between eastward and westward track just west of 21st St. grade crossing, over WOW track and crossing at grade with 2nd Subdivision remotely controlled by operators at Fargo Passenger Station.

At Fargo—

Normal position of switch at 25th St. is for Fargo 1st Subdivision. Eastward 1st Subdivision passenger trains will cross over to westward track at 27th St. in compliance with Rule 513 to enter 2nd Subdivision at 25th St. switch. To protect this movement, eastward passenger trains will leave a flagman at 25th St. switch, back through crossover at 27th St. and proceed on westward track to 25th St.

13. **Between Casselton and Wheatland—**

Centralized traffic control covering operations of all switches between 4995 ft. west of MP 27 and 335 ft. west of MP 31 remotely controlled by train dispatcher at Minot, N. Dak. Rules 251-254 do not apply in this territory.

14. **At Buffalo,** time of all trains applies at end of double track.

Automatic dual control switch in service at end of double track. Normal position is for Westward track.

When a train or engine is stopped by signal governing movement over the 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 275-A without permission or time limits from train dispatcher. Rules 275 and 276 are modified accordingly. Elevator track switches are equipped with electric locks.

15. **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.

16. **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.

FARGO DIVISION
(Rice Jct. - 25th St. Fargo)

SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	All trains
Within 261-264 Territory Moorhead Jct.-Fargo Jct.....	20 MPH.
25th St., Fargo and Fargo Jct.....	10 MPH.

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

Barnesville Jct. Switch	35 MPH.
Moorhead Jct. Switch	35 MPH.

At Fargo—Using middle track from a point 300 feet on either side, and across Seventh Avenue Crossing, located one half mile east of Fargo Yard Office.....

	15 MPH.
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2. **Bridge, Engine and Heavy Car Restrictions—**
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.
Cars over 52.5 ft. long.....315,000 lbs.
3. **Train Register Exceptions—**
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.
Fargo—All trains must obtain Clearance and train orders at passenger station.
Trains destined westward on Dakota Division must obtain their Dakota Division Clearance at passenger station.
Fargo Jct.—Eastward trains from Dakota Division may proceed on authority of Clearance under which such train arrives.
At Moorhead Jct., Moorhead and 25th St. Rule 83(B) does not apply. At Moorhead, Yard engines and trains from Seventh Subdivision must not enter Second Subdivision main track without permission from control operator at Fargo.
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 on Dakota Fifteenth Subdivision. 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 Interlockings With Dual Control Switches—**
At Fargo—limits of interlocking extend from westward absolute signal at junction of main tracks east of passenger station to the eastward absolute signal just west of 8th Street cross-overs. Hand throw electrically locked Switches in this area are under control of operator at Fargo Passenger Station.
At Moorhead Jct.—Interlocking governing movement over crossing at grade with First Subdivision, WOW Track, junction with Minnesota Second Subdivision and east Switch of connection between First Subdivision, Second Subdivision and Minnesota Second Subdivision remotely controlled by operator at Fargo Passenger Station.

8. At Carlisle, Minnesota, freight trains using the siding 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.
9. Normal position of switch at 25th Street is for Fargo First Subdivision.

Normal position of east leg of wye switch at Fargo Jct. is for Dakota Division 1st Subdivision. On arrival at Fargo Jct., crews on No. 10 and eastward extra passenger trains will communicate with operator at Fargo Passenger Station for permission to operate east wye switch. After complying with GN Rule 240-T (switch indicator) or Rule 513, eastward trains will be governed by eastward absolute signal located 980 feet east of Fargo Jct.

FARGO DIVISION
(Wadena - Oakes)

THIRD 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.....	40 MPH.
Over State Highway No. 18 crossing, Wyndmere.....	25 MPH.
MP 118 and MP 133 between Milnor and Stirum.....	15 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.

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.
2. **Bridge, Engine and Heavy Car Restrictions—**
Diesel engines in excess of 252,000 pounds not permitted between Wahpeton and Oakes.
Series U25C, U28C, U33C and SD45 diesel engine units between Fairview Jct. and Great Bend.....Not Permitted
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.
Between Breckenridge and Oakes: Trains handling loaded covered hopper cars must separate such loads by one or more other type car to avoid excess weight on rail and also handle at a speed to reduce rocking of such loads.
3. **Train register exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Fairview Jct. Rule 83(B) does not apply.
5. Between Fairview Jct. and Great Bend, trains will not require train order or clearance, and will be governed by Rule 93.
6. **Automatic Interlockings Not Indicated Station—**
Between Everdell and Breckenridge: Minnesota Division Crossing.
7. **Yard Limits—**
Tracks between yard limit signs east of Breckenridge and west of Wahpeton operated as one yard.
8. At Wadena, truck 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 Third Subdivision.

FARGO DIVISION

(Ludden Jct. - Forbes)

FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Ludden Jct. and Forbes.....	25 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
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.
 Except Ludden Jct. to Forbes.....210,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None
5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not required.
6. **Between Oakes and Ludden Jct.—**
Burlington Northern Railway trains and engines are authorized to operate over the Chicago Northwestern Railway tracks between Ludden Jct. and Oakes and will be governed as follows:
 1. The territory between MP 127.0 located 0.4 miles east of Ludden Jct. and MP 135.2 located at end of track at Oakes is designated as yard limits. Rule 93 applies.
 2. There is no superiority of trains between Ludden Jct. and Oakes. Between, and at, Ludden Jct. and Oakes all trains and engines must move at restricted speed.
 3. The maximum permissible speed for all trains and engines between Ludden Jct. and Oakes is 10 MPH. Where a lower speed is prescribed, it will govern.
 4. Rule 97 does not apply between Ludden Jct. and Oakes.
 5. Rule 83(A) and Rule 83(B) do not apply at Ludden Jct.
 6. Rule 83(B) does not apply at Oakes when train order office is closed. Train order office hours at Oakes are from 8:45 A.M. to 5:45 P.M., daily except Sunday and Monday.
 7. Diesel units weighing in excess of 55,000 pounds per axle not permitted on CNW track, Oakes to Ludden Jct.

FARGO DIVISION

(Manitoba Jct. - Redland Jct.)

FIFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Manitoba Jct. and Redland Jct.....	35 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.

2. **Bridge, Engine and Heavy Car Restrictions—**
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.
3. **Train Register Exceptions—**
Fifth Subdivision trains will register at Manitoba Jct., only when directed by train order to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Manitoba Jct. and Redland Jct.—Trains for which these points are initial stations may proceed on authority of clearance under which arrive.

FARGO DIVISION

(Barnesville - Crookston) (Moorhead - M.N. Jct.)

SIXTH AND SEVENTH SUBDIVISIONS

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Moorhead and MN Jct.....	35 MPH.
Barnesville and MN Jct.....	40 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 Over 40 ft. long.....263,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Eastward Sixth Subdivision trains operating to Glydon thence Fargo First Subdivision must obtain slow orders in effect on the First Subdivision and a clearance issued by the chief dispatcher at Minneapolis in addition to one issued by the chief dispatcher at Grand Forks before leaving Crookston.
Movements from Sixth to First Subdivisions may be made on verbal authority from the Dilworth operator after such authority is secured from the train dispatcher at Minneapolis and clearance will not be required for movement with the current of traffic.
5. **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.
6. **At Glydon:** Train movements over county highway 117 crossing must be protected by a member of the crew at the crossing.

FARGO DIVISION

(Fargo - Streeter)

EIGHTH 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.

 Diesel engines and cars in excess of 248,000 lbs:
 Fargo and Edgeley..... 30 MPH.
 Edgeley and Streeter..... 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
 40 feet or less in length.....220,000 lbs.
 Over 40 ft. long263,000 lbs.

FARGO DIVISION

(Oakes - Leeds)

ELEVENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Leeds and MP 71 (West of Sheyenne).....	30 MPH.
MP 50 and Jamestown	40 MPH.
Jamestown and Independence	30 MPH.
Independence and Oakes	25 MPH.
At Carrington, between First St. South and Second St. North, all trains.....	25 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

250 ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 lbs. 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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**

At Pingree, trains from Twelfth Subdivision will not require a clearance if train order signal indicates proceed.
At Carrington, trains from Thirteenth Subdivision will not require a clearance if train order signal indicates proceed.
At Oberon and Leeds, regular trains will not require a clearance.
- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between New Rockford and Leeds and between Jamestown and Oakes.
- Railroad Crossings Not Indicated At Station—**

Minnewaukan, 6.0 miles west.....Soo Line Crossing
- At Jamestown, First Subdivision special instructions govern.**
- Sidings will also be used as industrial tracks.**
- At New Rockford:** Crossing interlocking instructions for trainmen in the use of pushbuttons located on absolute signals. After movement has been made through interlocking, signal may be cleared for reverse movement provided that the route for opposing move has not already been selected or cars are not occupying the opposite approach. To clear signal use pushbuttons. Instructions for trainmen to make westward move from siding:
 - Reverse west siding switch.
 - Pushbutton in iron box located on dwarf signal.If signal does not clear after complying with instructions trainmen should proceed to bungalow and operate pushbutton release.

FARGO DIVISION

(Pingree - Wilton)

TWELFTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Pingree and Wilton.....	30 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

250 ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 lbs. 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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**At Pingree, trains from the Eleventh Subdivision will not require clearance if train order signal indicates proceed.
- Sidings west of Pingree will also be used as industrial tracks.**
- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

45

- Train Register Exceptions—**

Independence and Lamoure—Trains from Eleventh Subdivision only except:
Train No. 466 will register at Independence.
- 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 Eleventh Subdivision will not require clearance.
At Lamoure, Rules 83(B) does not apply to trains to and from Eleventh Subdivision if Train order signal indicates proceed.
- At Fargo—**First Subdivision Special Instructions govern.
- At Edgeley Junction,** normal position of switch is for through movement between Berlin and Jud.
- 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.
- Sidings,** except at Leonard and Lisbon will also be used as industrial tracks.
- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between Fargo and Independence and between Lamoure and Streeter.

FARGO DIVISION

(Casselton - Marion)

NINTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
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.
At Casselton: Eastward trains entering C.T.C.	20 MPH.
Diesel units and cars in excess of 248,000 lbs. between Casselton and Embden.....	20 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- Sidings,** west of Casselton will also be used as industrial tracks.
- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

FARGO DIVISION

(Sandborn - McHenry)

TENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Sandborn and McHenry.....	30 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**At McHenry.....Rule 83B does not apply.
- Sidings west of Sandborn will also be used as industrial tracks.**
- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.

44

FARGO DIVISION
(Carrington - Turtle Lake)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Carrington and Sykeston.....	20 MPH.
At Sykeston, First Crossing West of Depot (Main St.)	10 MPH.
Sykeston and Heaton.....	25 MPH.
Heaton and Denhoff.....	25 MPH.
Denhoff and Turtle Lake.....	25 MPH.
Diesel units and cars in excess of 248,000 lbs:	
Carrington and Sykeston.....	15 MPH.
Denhoff and Turtle Lake.....	15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 250 ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 lbs.
 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.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Carrington. Clearance not required if train order signal indicates proceed.
 At Turtle Lake: Regular trains will not require a clearance.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required.
6. All sidings used as industrial tracks.

FARGO DIVISION
(Oberon - Esmond)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
MP 0 and 2500 feet west of MP 3 (between Oberon and Josephine)	40 MPH.
2500 feet west of MP 3 and Esmond.....	20 MPH.
Diesel engine units and cars over 248,000 lbs. restricted to	
	15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 250 ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 lbs.
 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.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**At Oberon and Esmond regular trains will not require a clearance.
5. **Sidings west of Oberon** 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.

DAKOTA DIVISION
(Fargo Jct. - Minot)

FIRST SUBDIVISION

1. **Speed Restrictions—**

Maximum Speeds Permitted	
Minot, all trains over footwalk just east of depot	10 MPH.
Trains or engines actuating the points of spring switches; trains or engines through No. 20 turn-outs at following locations:	35 MPH.
Vance West wye switch. East switch of siding.	
Nolan West siding switch and Second 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.	
Aymer East and west siding switch.	
Guthrie East and west siding switch.	
Simcoe East and west siding switch.	
Surrey All switches.	
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 40 ft. to 52.5 in length.....263,000 lbs.
 Over 52.5 long.....315,000 lbs.
 Following series engines are not allowed in Falsen Pit—6200, 6400, 6500 and 6600.
3. **Train Register Exceptions—**
 Minot, first class trains and extra passenger trains will register by tickets at Soo Tower, Minot.
 Vance, register when directed by Train Order.
 Fargo Jct. register is only for freight trains.
 New Rockford—Thru Freight Trains register by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Dakota 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 1/4 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.
 When a lunar light is displayed on the spring switch light it indicates that spring switch is in normal operating condition.
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—**
Soo Line Crossing 5.1 miles west of Aylmer.
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.

DAKOTA DIVISION

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

1. **Speed Restrictions—**
Zone—Between
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.
Powers Lake, over public crossings..... 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
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 Second and Third Subdivisions cars
over 52.5 ft.....315,000 lbs.
3. **Train Register Exceptions—**
Niobe and Vance, register is only for trains when directed by Train Order.
4. **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.
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 above 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.

6. **Automatic Interlockings Not Indicated at Station—**
Soo Line Crossing 1 ½ miles east of Bowbells.
7. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not required between points shown below.
Niobe and Northgate
Stanley and Grenora
Bainville and Opheim
8. 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.
9. Northgate, when using Canadian National tracks, Canadian National Railway Time Table and rules govern.
10. Three (3) wheeled truck locomotives should not be turned on the wye at Niobe or Northgate.

DAKOTA DIVISION

(Minot - Bainville)

FOURTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between
Between Absolute Signals of Soo Line
Interlocking at Minot..... 20 MPH. 20 MPH.
Williston—freight trains on main track and on freight lead from east crossover switches to the west yard limit board..... 30 MPH.
Trains or engines through No. 20 turn-outs at following locations: 35 MPH. 35 MPH.
W. L. Switch End of double track east end Gassman Bridge.
Gassman End of double track west end Gassman Switch man 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. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
40 ft. to 52.5 ft. in length.....263,000 lbs.
Over 52.5 ft. long.....315,000 lbs.
3. **Train Register Exceptions—**
Minot—first class trains and extra passenger trains will register by ticket at Soo Tower, Minot.
Williston—Through freight trains do not have to register.
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.
Passenger carrying trains receive clearance at Williston.
Westward freight trains originating at Gavin Yard will obtain clearance there.
Montana division freight trains obtain Montana Division clearance at Gavin Yard which will clear the train at Bainville.
Train order authority or numbered clearance is not required for extra trains between Minot and Bainville.
Dakota Division clearance received at Havre will clear the train at Bainville.

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).
9. At Lakeside, main track switch is not equipped with an electric lock. Rule 268(A) applies.

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

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
At Devils Lake—Thru city limits.....	30 MPH.
Over public crossings.....	15 MPH.
Churchs Ferry and St. John.....	40 MPH.
York and Dunseith.....	35 MPH.
Rugby and Antler.....	30 MPH.
Towner and Dunning.....	20 MPH.
Granville and Sherwood.....	25 MPH.
Tenth and Twelfth Subdivisions—Engines series SD7 and SD9 restricted to 20 MPH.	

2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length.....220,000 lbs.
 Over 40 ft. long.....263,000 lbs.
 EXCEPT on Eighth Subdivision 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 Dunseith220,000 lbs.
3. **Train Register Exceptions—None.**
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 required between points shown below.
 - Granville and Sherwood
 - Towner and Dunning
 - Rugby and Antler
 - York and Dunseith
 - Churchs Ferry and St. John

DAKOTA DIVISION
 (Fargo Jct. - P.A. Tower)

FIFTEENTH SUBDIVISION

1. **Speed Restrictions—**

	Maximum Speeds Permitted
	Freight
Trains or engines through No. 20 turnouts.	
Hillsboro—Both siding switches.....	35 MPH.
Gardner—Both siding switches.....	35 MPH.
Trains or engines through No. 15 turnouts at:.....	25 MPH.
PA Tower—Jct. switches.	
2. **Bridge, Engine and Heavy Car Restrictions—**
 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.
 Cars over 52.5 ft. long.....315,000 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. and PA Tower—Trains 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.
 When a lunar light is displayed on the spring switch light, it indicates that spring switch is in normal operating condition.
7. Grandin, when switching at Gunkelman Seed Warehouse, engine may not go beyond west end of platform on track serving platform account not sufficient clearance.

DAKOTA DIVISION

(Noyes Jct. - Devils Lake)

SIXTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Noyes Jct. and Grand Forks.....		49 MPH.
Grand Forks and PA Tower.....	50 MPH.	49 MPH.
Trains and engines through No. 15 turnouts of both switches of crossover just west of PA tower station....		25 MPH.
Between Absolute Signals of Interlockings at.....		20 MPH.
PA Tower		
Emerado Air Base spur—When switching from bridge, just east of State Highway No. 2, to end of base		10 MPH.
Trains handling missiles not to exceed.....		5 MPH.
Devils Lake—Thru city limits.....		30 MPH.
Over public crossings.....		15 MPH.
Crossings on Hansboro or Aneta Lines in city limits..		15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 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.
 Cars over 52.5 ft. long.....315,000 lbs.
3. **Train Register Exceptions—**
 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 only for trains originating and terminating.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 At PA Tower, clearance under which Nos. 7, and 343 arrive will clear Nos. 344 and 8 respectively at that point.
5. **Speed Test Boards—**
 Engineers shall test speed of their trains passing the following points as compared with speed table:
 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.
 When a lunar light is displayed on the spring switch light, it indicates that spring switch is in normal operating condition.
7. Normal position of west switch on west leg of wye, Noyes Jct., is lined for Sixteenth Subdivision.
8. At Grand Forks, automatic block signal 109.2 governing eastward train and engine movements is located on left hand side of main track about 54 feet east of University spur switch.

9. At Grand Forks, between westward signal 107.9, about 1100 feet east of Washington Street Underpass, and eastward signal 108.4, about 1400 feet west of Washington Street underpass, there is no superiority of trains. That portion of Consolidated Code Rule 93 reading, "Within Yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown" does not apply between these signal locations, and all train and engine movements must be made at reduced speed. To avoid delays to first class trains, yard engines must call the dispatchers' office by radio before entering the main track between signal 107.9 and 108.4 to find out information relative to the first class trains.
10. No. 7 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. Back up movement not to exceed 20 MPH.
11. PA Tower—Crossover Switch for trains from Fifteenth to Sixteenth Subdivision and connecting switches Fifteenth and Sixteenth Subdivisions are located as follows:
 G.F. Switch0.3 miles west of PA Tower
 D.L. Switch1.3 miles west of PA Tower
 F.O. Switch1.2 miles east of PA Tower

DAKOTA DIVISION

(Davidson - N.P. Jct.)

SEVENTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Carthage Jct. and Pembina.....		35 MPH.
At East Grand Forks—over 4th Avenue.....		10 MPH.
At Grand Forks, over public crossings between Red River Bridge and Highway 81.....		15 MPH.
Grafton, over public crossings.....		15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 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.
 Over 52.5 ft. long..... 315,000 lbs.
3. **Train Register Exceptions—**
 Seventeenth Subdivision trains will register at Grafton, only when directed by train order to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Railroad Crossings Not Indicated at Station—**
 Between Grand Forks and Kelly.....State Mill Spur
 Between Kellogg and Grafton Twenty-First Subdivision Crossing.

DAKOTA DIVISION

**EIGHTEENTH, NINETEENTH, TWENTIETH,
TWENTY-FIRST, TWENTY-SECOND AND
TWENTY-THIRD SUBDIVISIONS**

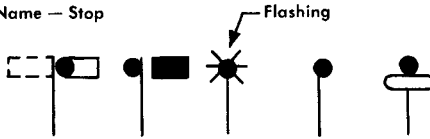
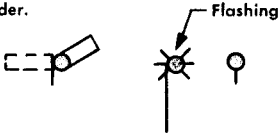
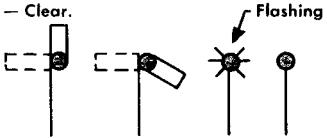
1. **Speed Restrictions—** Maximum Speeds Permitted

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 and highway No. 9	10 MPH.
Twentieth Subdivision—Engines series SD7 and SD9 ..	20 MPH.
Eighteenth and Twenty-Second Subdivisions—Engines series SD7 and SD9 restricted	25 MPH.
Grafton, over public crossings	25 MPH.
Eighteenth Subdivision—Kerry Pit tracks	5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Twenty-first and Twenty-second 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 on Rutherford Spur Walhalla.
 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.
 Cars over 52.5 ft. in length.....315,000 lbs.
3. **Train Register Exceptions—**
 Twenty-first and Twenty-second Subdivisions, trains will register at Grafton only when directed by train order to do so.
4. **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.
5. **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.....Seventeenth Subdivision Crossing.
6. **Gretna**, within yard limits the C.P. trackage may be used.
7. **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.
8. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not required on Eighteenth Subdivision between Vance and Larimore, Nineteenth Subdivision between Erie Jct. and Clifford, Twentieth Subdivision between Nolan and Hansboro, Twenty-third Subdivision between Lakota and Sarles.

SPEED TABLE

Time Per Mile		Miles	Time Per Mile		Miles
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour
		46	1	18	46.2
		47	1	20	45.0
		48	1	22	43.9
		49	1	24	42.9
		50	1	26	41.9
		51	1	28	40.9
		52	1	30	40.0
		53	1	33	38.7
		54	1	36	37.5
		55	1	39	36.4
		56	1	42	35.3
		57	1	45	34.3
		58	1	50	32.7
		59	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

The following Burlington Northern Train Order Signal Rules are in effect, replacing rules as shown on pages 66, 68 and 69 in the Consolidated Code of Operating Rules, Edition of 1967.

	BURLINGTON NORTHERN TRAIN ORDER SIGNAL ASPECTS	INDICATION
RULE 222 (A)	Name — Stop 	Stop unless clearance received.
RULE 222 (B)	Name — 19 order. 	Proceed if clearance received.
RULE 222 (C)	Name — Clear. 	Proceed.

Train Order Signals shown above may be of two types. One type can display red, yellow or green aspects; the other type can display red or green aspects only. Any of the aspects in the above Train Order Signals may be of the flashing type. Flashing type aspects are indicated by the arrows above and are used at locations to distinguish Train Order Signals from other signals or lights.