

BURLINGTON NORTHERN INC.

TWIN CITIES REGION

**MINNESOTA, WISCONSIN, AND
DAKOTA DIVISIONS**

Special Instructions No. 6

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

Sunday, October 26, 1975

**Asst. Vice President
Transportation
H. E. PIERCE**

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

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

**Superintendent, Dakota Division Superintendent, Wisconsin Division
B. V. COYER W. S. BYRNE**

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

Passenger trains. See Subdivision Special Instructions
 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 3 and 4 with consist not exceeding 40 cars excluding caboose, equipped with roller bearings may operate at a speed not to exceed 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 and 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 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.

BN Diesel units not equipped with alignment control coupler:

All switcher units
 Road and Road Switcher Diesel units

600- 995 inclusive
 1556-1623 inclusive
 1955-1974 inclusive
 4000-4197 inclusive
 6000-6255 inclusive
 9707-9794 inclusive
 9900-9976 inclusive

FW&D—C&S Diesel units not equipped with alignment control coupler:

FW&D 605-610 inclusive
 FW&D 850-859 inclusive
 C&S 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.

The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher:

Outfit Cars
 Tie Flats (GNX 4410, GNX 4800 to 4971)
 Log Flats (NP 117201 to 117871, BN 633504 to 633523)
 Air Dump Cars
 Scale Test Cars (next ahead of caboose)
 Wrecking Derricks
 Pile Drivers
 Locomotive Cranes
 Rotary Snow Plows, Wedge Plows, Dozers
 Jordan Spreaders
 Rear End Only Cars

Handling 80 Foot or Longer Cars—

During either throttling or braking trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with individual subdivision special instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80-foot or longer loaded cars must be regarded the same as an 80 foot or longer empty car:

Cars weighing less than 50 tons, gross weight
 Flat cars with one loaded trailer
 Flat cars with empty trailers
 Flat cars with either loaded or empty containers

Locations where other restrictions are in effect are listed under individual subdivisions.

5. Remote Control (RCE-1) Operation—

Locomotives not equipped with alignment control couplers or bolster stops (see Item 2) must not be operated in RCE-1 consists. Locomotive units in RCE-1 operations, which will be coupled to cars, must be equipped with alignment control couplers.

Master and remote consists in RCE-1 operation must be confined to the following classes of locomotives:

SD-40, F-45, SDP-45, SDP-40, U-30C, U-28C, U-25C, U-33C

Exception—When necessary to operate other classes of locomotives in RCE-1 trains they must be confined to master consist only.

Unless otherwise provided in Individual Subdivision Special Instructions, remote controlled locomotives must be placed in train approximately two-thirds back from master consist by car count.

In all RCE-1 trains, the number of master consist powered axles must equal or exceed the number of remote consist powered axles, but in no case may the excess be greater than six powered axles. The master consist must have a minimum of twelve powered axles and a maximum of twenty-four powered axles. The remote consist must have a minimum of six powered axles and a maximum of twenty-four powered axles.

Axles of cars numbered RCC 101 through RCC 112 must not be counted in determining the axle count of the remote consist.

RCE-1 equipment must not be used in trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between remote consist and such cars for that subdivision.

5A. Manned Helper Operations—

Locomotives not equipped with alignment control couplers or bolster stops (see Item 2) must not be operated in manned helper consists, except single non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops. Locomotive units, including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

Where cars listed in first sentence of Item 4, All Subdivisions Special Instructions, are handled at rear of train, manned helper must be cut in ahead of such cars.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train, ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles, except unit trains consisting entirely of Grade E steel couplers may have head end power of up to thirty-six powered axles.

Helpers of more than twelve powered axles must be cut into train. Dispatcher will advise conductor, tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

Rear end train crews are required to ride in the cab of helper locomotives when coupled behind caboose.

Helper may be cut in ahead of less than its tonnage rating if restrictions for helper at rear of train regarding buffer for empty 80 foot or longer cars are observed.

Exceptions to Item 5A—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

Helpers up to twenty-four powered axles may shove on rear of trains consisting entirely of Grade E steel couplers.

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. Instructions for Safety Inspection—

Each car placed in train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
2. No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.
3. Open top loads, including trailers and containers on flat cars, must be safely loaded.
4. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.
8. When derailment, collision, fire or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, flammable compressed gasses, radioactive or fissionable materials, poisons, poison gasses or any other commodity which might be hazardous when involved in fire, released or leaking from their packages, containers or tank cars), conductor or member of the crew must check the waybills to determine what materials are involved.

If in doubt about the commodity or it is not described for a placarded car, the shippers' and consignees' names and addresses should also be noted.

A list must be made of the commodities involved with shipping names and classifications along with any emergency phone numbers, radioing or telephoning by quickest means possible to chief dispatcher and be governed by his instructions. This information must be available to any emergency agencies responding only if

necessary for them to handle the situation safely.

When hazardous material is involved, crew members must keep out of the danger area and guard against people entering the area until controlled by civil agencies.

FRA Emergency Order No. 5 issued October 27, 1974, requires that DOT specifications 112A and 114A Tank Cars, not equipped with FRA approved head shields transporting *flammable compressed gasses*, must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars. Such cars must not be coupled to with more force than is necessary to complete the coupling.

Shipping papers must carry the notation "DOT 112A or DOT 114A must be handled in accordance with FRA E.O. No. 5". Employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order. All switch lists and train lists must be plainly marked to indicate when cars are loaded with *flammable compressed gas*.

9. Within yard limits in non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move at reduced speed as required in Rule 93.

10. 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.

11. When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when notified that a hot box 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 on visibility conditions, avoiding unnecessary delay to trains.

When a hot box detector is out of service, the requirements of Operating Rules or instructions will be suspended for defective equipment indicator associated with such hot box detector.

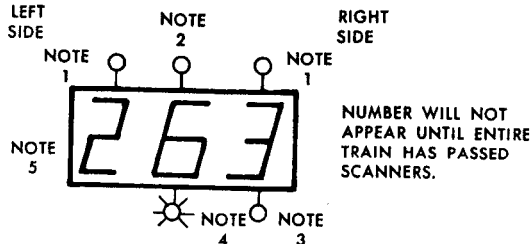
Failed Equipment Detector Instructions—

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 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.

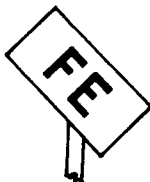
Note: 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected, stop and inspect train as indicated. Advise dispatcher reason for delay by first available means of communication.

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.

"All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on defective equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count."

FAILED EQUIPMENT SIGN



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

12. Spring Switches—

Identified by yellow sign with black letter "S" located on or near spring switch.

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Subdivision Special Instructions.

13. At a railroad crossing at grade protected by signals, trains, engine or cars must not be left standing between opposing absolute signals unless coupled to other equipment that extends beyond one of the absolute signals.

When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting train or engine movement is evident, in addition to complying with Consolidated Code Rule 613, employees must be governed by instructions posted in the release box.

14. Rules Changes and Modifications—

Rule 34 as contained in the Consolidated Code of Operating Rules does not apply; the following rule applies:

34: Employees located in the cab of engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the cab of engine maintain a vigilant lookout for signal and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

Consolidated Code of Operating Rule No. 729 is changed to read: "Employees must familiarize themselves with the Department of Transportation regulations governing the handling and transportation of explosives and flammables, and be governed thereby. When handling cars containing explosives or flammables, it must be known that they are in proper place in the train."

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

Rule 103(E) as contained in the Consolidated Code does not apply the following rule applies:

103(E): Cars must not be handled ahead of engine between stations outside of yard limits except when necessary to take cars to or from 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.

The second, third and fourth paragraphs of Consolidated Code Rule M, and the entire BN Safety Rule 94, referring to employees being on the roofs of cars are cancelled. The following rule applies to all employees:

Train, engine and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a freight car or caboose may do so only when equipment is standing.

BN Safety Rule 144 is cancelled and new Safety Rules 144(A) and 144(B) are in effect and read as follows:

144(A): When air hoses are uncoupled on passenger equipment, engines, or when uncoupling air hoses from yard air supply:

- Have both angle cocks closed. When disconnecting yard air line valve must be closed.
- Take firm grip on hose coupling and apply upward pressure.
- Break connection gradually to release pressure in hose.
- Turn face away from air hose connection as pressure is released.
- When practicable, keep one foot outside of rail.

144(B): When air hoses uncoupled on freight cars by trainmen and yardmen:

- Have both angle cocks closed.
- Operate uncoupling lever and signal for movement.
- Allow air hoses to part by themselves, keeping all parts of body fully in the clear.

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

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:

226: Freight trains arriving at terminals where facilities are avail-

able, 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.

- 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.
15. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise chief dispatcher and be governed by his instructions.
 16. Burlington Northern Signal Aspects and Indications as contained in pamphlet Form 15307 dated July 1st, 1974 is in effect.

MINNESOTA DIVISION

(Northtown - Dilworth)

FIRST SUBDIVISION

1. Speed Restrictions—

Zone—Between	Passenger	Freight
Northtown and Dilworth	75 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.

All Trains—

Through No. 20 turnouts at Coon Creek, Philbrook and end of double track Interstate and at west end of material yard lead in west end of Northtown receiving yard 35 MPH.

Through No. 16 turnouts at following locations: 30 MPH.

Gregory West Switch
East and West Switches
Little Falls
Darling
Randall
Lincoln

At Detroit Lakes over Lake Street and Washington Avenue Crossings 55 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.

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

At Staples, all trains will require clearance.

At Elk River, Manitoba Jct., Glyndon and Wadena Rule 83(B) does not apply.

At St. Cloud, all trains entering the first subdivision will require clearance at St. Cloud.

At Manitoba Jct., trains from the Wisconsin Division Fourteenth Subdivision and at Glyndon, trains from the Wisconsin Division Fifteenth Subdivision must obtain verbal authority from the dispatcher through the operator at Dilworth before entering Minnesota First Subdivision.

At Wadena, trains from the Twentieth Subdivision must obtain verbal authority from the dispatcher through the operator at Staples before entering First Subdivision.

At Becker, unit empty coal trains must obtain verbal authority from the dispatcher before entering First Subdivision.

Westward First Subdivision trains operating to Glyndon thence Wisconsin Division Fifteenth Subdivision, must obtain train order authority on Wisconsin Fifteenth Subdivision and a clearance issued by the Chief Dispatcher at Grand Forks before leaving Staples.

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

5. Yard Limits—

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

6. Sidings—

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

Loaded unit coal trains will not use sidings except in CTC and will not use yard tracks except at Staples tracks 1 and 2, and Northtown.

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—

A city ordinance prohibits blocking any street crossing for longer than 10 minutes. Eastward and westward extra trains will stop their trains sufficient distance from Sixth Street crossing and Seventh Street crossing to insure crossing will not be blocked. Extra trains being met or passed at Staples will stay clear of Sixth Street crossing and Seventh Street crossing, stopping if necessary, until all vehicular traffic held by preceding train has been allowed to clear crossing.

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

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

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

12. At Manitoba Jct.—

If Signal governing movement from Wisconsin Fourteenth 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 First Subdivision to Wisconsin Fifteenth Subdivision must stop within 50 feet of highway 10 crossing north of Glyndon to activate highway protection.

MINNESOTA DIVISION

(Lyndale Jct. - Breckenridge)

SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Passenger Freight
Lyndale Jct. and Breckenridge	79 MPH.
Trains or engines through No. 20 turn-outs at following locations:	35 MPH.
End of double track at Wayzata.	
East and west switches at Wayzata, Delano, Howard Lake, Cokato, Atwater, Kerkhoven, Clontarf, Morris, Donnelly, Herman and Norcross.	
East switch of control siding Litchfield, Benson and at MP 212.	
East and west switches of control siding Dassel.	
End of two main tracks at MP 98 and MP 105.	
Crossover just west of stockyards at Willmar and east crossover.	
Switch at Benson.	
West switch Campbell.	
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—**
 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.
 Morris, register is for trains originating and terminating only.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 All trains must obtain clearance at Willmar.
 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.
 At Wayzata Rule 83(B) does not apply.
 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 not Indicated at Station—**
 Trailing Point
 Mile Post 15 400 feet west of.
8. **Instructions Governing Operation of Train and Engines within CTC—**
 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 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. **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 Ferry	49 MPH.
Between westbound absolute signal at CMStP&P crossing MP 223.35 (2nd Street) and 13th Street	10 MPH.
Ferry and Sioux City: Bridge Derrick 975501 and 250 ton wrecking derrick must not operate, other derricks	10 MPH.
Between Absolute Signals of Interlockings at:	22 MPH.
Hanley Falls.	
Hills.	
Wren Tower.	
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	12 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 loca- tion:	35 MPH.
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 length.	220,000 lbs.
40 ft. and over	263,000 lbs.
EXCEPT Sioux Falls to Yankton	220,000 lbs.

Maximum gross weight of cars over Missouri River bridge between Ferry and Sioux City must not exceed 210,000 lbs. without authority of Superintendent.

SD-24, SD-45, U25C, U28C, GP-40, SD-40, U30C and U33C engines must not operate on following tracks nor over Missouri River bridge at Sioux City.

Ferry	Laketon scale track
	South Sioux line track from 600 feet north of switch to end of track.

3. Train Register Exceptions—

Garretson, Register only for trains originating and terminating.

Ferry—Trains will register when instructed to do so.

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

Third subdivision trains must obtain a clearance at Garretson and Sioux City.

At Wayzata and Ferry Rule 83(B) does not apply.

5. Speed Test Boards—

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

Eastward trains, between MP 7 and MP 8 between Priam and Raymond.

Westward trains, between MP 121 and MP 122 between Jasper and Sherman.

Eastward trains, between MP 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 east of Sioux Falls

C&NW Ry. crossing 3.5 miles west of Davis

7. At Granite Falls, 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. At Sioux City—

Interlocking of the Milwaukee Road and the BN direct connection is automatic with the exception that for BN through movements a push button at the BN 26th Street Yard Office should be used to extend the approach on that side in advance of cantilever signal 222.9.

Proceed indication will be received if the route to Ferry is clear and BN movements should not pass a more restrictive signal to avoid blocking Milwaukee and street crossings.

Instructions for operation are posted at the BN 26th Street Yard Office.

9. 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.

10. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Eleventh, Thirteenth and Fifteenth Subdivisions.

MINNESOTA DIVISION

(Rice Jct. - Moorhead Jct.)

FOURTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	All trains

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.

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 feet long.	263,000 lbs.
Cars over 52.5 feet long	315,000 lbs.

3. Train Register Exceptions—

Barnesville, register is for trains originating or terminating.

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

At Rice Jct. and Moorhead Jct. Rule 83(B) does not apply.

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. Manual Interlockings with Dual Control Switches—

At Moorhead Jct.—

Interlocking governing movement over crossing at grade with Dakota Division first and second subdivisions WOW track, and east switch of connection between Dakota first and second subdivisions and Minnesota fourth subdivision remotely controlled by operator at Fargo Passenger Station.

7. 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.

At Moorhead Jct.—Interlocking governing movement over crossing at grade with Dakota First Subdivision, WOW Track, junction with Second Subdivision and east Switch of connection between Dakota First and Second Subdivisions, and Minnesota Fourth Subdivision remotely controlled by operator at Fargo Passenger Station.

MINNESOTA DIVISION

(7th Street - 35th Avenue) (University - Lyndale Jct.)

FIFTH AND NINTH SUBDIVISIONS

1. **Speed Restrictions—**

Zone—Between	Passenger	Freight
7th Street and East End Stone Arch Bridge	55 MPH.	30 MPH.
All eastbound trains must not exceed 12 MPH between Milepost 2.5 and 7th Street.		
Eastbound trains must not pass Milepost 2.0 until permission is received from the Westminister Tower to avoid having such trains being stopped on the descending grade.		
When trains are stopped on the descending grade, they must stay at the stop point until the train brake system is completely recharged.		
Between East End Stone Arch Bridge and Mpls.	30 MPH.	22 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.
1st St. North, and Lyndale Jct.	30 MPH.	30 MPH.
1st St. North and 35th Ave. via 14th Ave. North.	30 MPH.	30 MPH.
1st St. North and Mpls. Jct.		22 MPH.
Mpls. wye track.	8 MPH.	8 MPH.
Harrison St. and Van Buren St. N.E. . . .		22 MPH.
Van Buren St. N.E. and University		30 MPH.
1st St. North and 35th Ave. via 14th Ave. North—Handling cars 315,000 lbs. or heavier		12 MPH.
1st St. North and University—Handling cars 315,000 lbs. or heavier.		12 MPH.
Unless conditions require a further speed restriction, trains or engines moving against current of traffic on double track through interlockings, or making diverging movements through switches and crossovers. . . .		
	15 MPH.	15 MPH.
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 length.	263,000 lbs.
Over 52.5 ft. long	315,000 lbs.
3. **Train Register Exceptions—**

Mpls.—For passenger trains only.

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

At 7th St., 35th Ave., Mpls., 1st St. North and University—Rule 83(B) does not apply.

On Fifth Subdivision, eastward first class trains must secure Milwaukee clearance at St. Anthony.

Westward first class trains must secure BN clearance at St. Croix Tower.

Other westward through trains must secure BN clearance at Oakland.
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.

Between 1st St. North and Lyndale Jct.

Eastward and Westward main tracks (tracks 2 and 3) are depressed to handle dimensional traffic.

All conductors on trains routed via tracks 4 and 5 must advise the switchtender at 1st St. North and the yardmaster at Lyndale Jct. if they have any high or wide loads that may restrict their movement.

At Minneapolis Track 6 has the following clearance restrictions:

Vertical clearance 15'6" ATR

Horizontal clearance 12'4"

Cars exceeding the above clearance must not be handled on any track through Minneapolis depot.

6. Routing of Trains and Engines—

Switchtenders will route trains and engines at Union Yard Puzzle, Minneapolis Jct., First Street North and University.

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.

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

First Street switchtender 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. 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."

9. Minneapolis Terminal Area—

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

10. Miscellaneous—

Between 7th Street and Mpls., employees 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 7th Street 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. 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.

12. 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.

13. 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) leading off Roundhouse lead to westward main line towards 1st St. North. Normal position is for main track.

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.

14. Westminster Street Interlocking—

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.

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 at Division Street.

15. At 14th Avenue 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 352 feet west of the westerly limits of the 14th Avenue North interlocking in the eastward track. This switch and the derail in the spur track south of the Soo Line tracks are equipped with electric switch locks under the control of the Soo Line dispatcher.

16. On 9th Subdivision—Train order authority not required. All movements not authorized by Time Table Schedule between Lyndale and 1st Street North will be authorized by the Yardmaster, Lyndale.

Movements between 1st Street North and Harrison Street will be authorized by operator at Boom Island.

Movements between Harrison Street and University will be authorized by the Yardmaster at Union Yard.

On 5th Subdivision—Train order authority not required. All movements not authorized by Time Table Schedule between 35th Ave. and 1st St. North will be authorized by the Yardmaster at 35th Avenue.

Between 1st Street North and 7th Street, verbal permission must be obtained from the Northtown dispatcher to use the Eastward or Westward main track.

Between 7th Street and St. Anthony—

First North track is Westward main track.

Second North track is Eastward main track.

Third North track is Westward running track.

Fourth North track is Eastward running track.

Between St. Anthony and Union Yard—

First North track is Westward running track.

Second North track is Eastward running track.

Third North track is Westward main track.

Fourth North track is Eastward main track.

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.

17. Handling 80 Foot or longer Cars—(See Handling 80 Foot or Longer Cars, All Subdivisions)

Between 7th Street and Westminster Street—

Trains of 5800 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 5800 tons, except no restriction applies westbound if helper of twelve axles or less employed.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)

MINNESOTA DIVISION

(Division Street - White Bear Lake)

SIXTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Division Street and MP 2	10 MPH.
MP 2 and MP 3	30 MPH.
MP 3 to White Bear Lake	30 MPH.
White Bear Lake and 3rd Street cars over 315,000 . . .	12 MPH.
At Gloster, eastward trains over end of siding hand-throw switch	15 MPH.
At Division Street do not exceed 12 MPH. over switch leading to Sixth Subdivision.	

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 Division Street, Gloster and White Bear Lake, Rule 83(B) does not apply.

5. Between Division 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.

6. 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.

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.

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.

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.

7. 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 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.

8. 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."

9. Yard Limits—

Division Street to yard limit sign west of Gloster.

10. Close Clearances—

St. Paul Yard, overhead bridge at Omaha crossing, and tunnels under 7th Street, located 700 feet west of Division 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.

11. Handling 80 Foot or Longer Cars—(See Handling 80 Foot or Longer Cars, All Subdivisions)

Between Division Street and Claymont—

Trains of greater than 3800 trailing tons must handle empty cars, 80 feet and longer, in the rear 3800 tons.

Trains of greater than 5100 trailing tons must handle loaded cars, 80 feet and longer, in the rear 5100 tons, except 80 foot and longer cars in excess of 100 gross tons will have no restriction on location in train.

If helper in excess of six powered axles is used at rear of train, a buffer of at least 1350 tons must be provided to separate helper at the rear of the train from the rearmost empty car 80 feet or longer.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)

MINNESOTA DIVISION

(Division Street - Northtown)

SEVENTH SUBDIVISION

1. **Speed Restrictions**

Zone Between	Passenger	Freight
Division Street to 7th Street	55 MPH.	25 MPH.
7th Street to Mississippi Street		12 MPH.
Mississippi Street to MP 4		30 MPH.
MP 4 to University		45 MPH.
University to Northtown		35 MPH.
Division Street and Northtown cars over 315,000 lbs.		12 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		12 MPH.
Trains and engines through No. 20 crossovers at following locations:		35 MPH.
End of double track at 35th Avenue.		

At University—
Crossover between Westward St. Paul main track and new Westward main track.
Crossover between new Eastward and new Westward main track.
Crossover between new Eastward main track and main line No. 2 for movements via 9th Subdivision.
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 register by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Division Street, 7th Street, Trout Brook Jct., Soo Line Jct., East Mpls. and 35th Ave., Rule 83(B) does not apply.
Westward first class trains must secure BN clearance at St. Croix Tower.
Other Westward through trains must secure BN clearance at Oakland.
Westward through trains originating must secure BN clearance at Dayton's Bluff.
Eastward through trains must secure Milw. clearance at Mississippi Street, except trains destined Dayton's Bluff Yard will not require clearance.
Eastward BN trains originating at Dayton's Bluff must secure Milw. clearance at Oakland.
Between Division Street and 7th Street extra trains may operate with the current of traffic without train order authority and on Eastward track may operate in both directions by signal indication.
Operator Westminster Street will clear signals for Eastward trains at Division Street only after permission received from dispatcher at Newport.
5. **Between Mississippi Street and University Avenue train order authority not required.**
Conductors of trains, yard engines or transfer movements and engineers or hostlers of light engines must obtain permission from the Northtown dispatcher before occupying the main track. "Main track permission" will be given by the dispatcher in the following form:

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

When requesting "Main track permission", give your name, location, engine number and specify track or tracks to be used. When main track permission is granted, the instructions must be repeated to the dispatcher who will make record of it in train order book, along with name of person repeating the instructions.

Trains, 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 dispatcher so advised. If additional time is required, authority must be secured from the dispatcher before the previously authorized time expires.

6. Between Division Street and 7th Street trains will keep to the left and the Northerly main track is the Eastward main track and the Southerly main track is the Westward main track. Eastward track between Division Street and 7th Street is arranged for operation in both directions by signal indications.

Between 7th Street and Mississippi Street, Eastward trains on Westward track approach 7th Street prepared to stop.

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. Miscellaneous—

Between Division Street and Daytons Bluff

All trains proceeding on Eastward main track will sound whistle 15-L and keep engine bell ringing beginning at a point 500 feet West of Warner Road Bridge and continue until train or engine passes Daytons Bluff Yard Office.

9. 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 on the east leg of the wye at the east end of the Saint Paul Union Depot, must communicate with the switchtender located at Sibley Street for authority to move on track 22 (lead five).

10. 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.

11. Between Soo Line Jct. and Union—

Trains or engines entering Westward main track between MP 5 and MP 2 will wait 10 minutes instead of 5 minutes as provided in Rule 513.

12. High, Wide Cars and Close Clearances—

Loaded and empty tri-level cars and loaded bi-level cars must not be handled on eastward track between 7th Street and Mississippi Street.

At St. Paul, close clearances for man on side of car:

Lafayette Ave. bridge, stone wall west of Lafayette Ave. bridge, and tunnels on East Side Lines.

13. Handling 80 Foot or Longer Cars—(See Handling 80 Foot or Longer Cars, All Subdivisions).

Between Division Street and Soo Line Junction—

Trains of 5800 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 5800 tons, except no restriction applies westbound if helper of twelve axles or less employed.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)

MINNESOTA DIVISION

(East Minneapolis - Stillwater)

EIGHTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
East Minneapolis and M&D Jct.	30 MPH.
Between M&D Jct.—East Minneapolis—315,000 lbs.	20 MPH.
White Bear Lake and Stillwater	20 MPH.
At White Bear Lake, all movements over State Highway No. 61.	5 MPH.
Diesel Engine Units and cars in excess of 248,000 lbs. between White Bear Lake and Stillwater	15 MPH.
Between Roseville and M&D Jct.—over grade crossing 1360 ft. East of MP 8.	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Series 5600, 5700 and 6400 diesel engine units White Bear to Stillwater 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.

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

3. Train Register Exceptions—

White Bear Lake—For trains to or from Stillwater.

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

At M&D Jct., and East Minneapolis Rule 83(B) does not apply.

5. At Broadway Street N.E.—A "CROSSING SIGNAL START" sign has been placed at the beginning of the westward crossing signal start, which is located 550 feet east of the crossing. Trains and engines switching across this crossing will stop east of this sign and will not leave cars standing between this sign and the crossing.

6. From Summit to Stillwater—

Ruling grade descending: Westward 1.3%.

The use of retainers will not be required on trains handled by Diesel-electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition.

Trains handled by locomotives equipped with brake pipe maintain-

ing feature must use the maintaining method of braking on mountain grade as instructed in Air Brake Rule book.

If retaining valves are required, engineer will determine minimum and Conductor will use any additional number that he considers necessary.

7. Minneapolis Terminal Area—

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

8. Automatic Interlockings Not Indicated at Station—

Soo Line RR crossing. 1.3 miles west of Robbinsdale

9. 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.

10. Minneapolis Terminal Area—

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

MINNESOTA DIVISION

(Lyndale Jct. - Willmar)

TENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Lyndale Jct. and Monticello	35 MPH.
Monticello and St. Cloud	35 MPH.
St. Cloud 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.

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—

Lyndale Jct., all trains register by ticket.

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

All trains must obtain clearance at St. Cloud yard.

Rice Jct., Rule 83(B) does not apply to trains from fourth subdivision.

At MW Jct., eastward CNW trains will not require a clearance.

5. Spring Switches—

When a lunar light is displayed on the spring switch light it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(H).

6. 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 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.

7. Manual Interlocking with Dual Control Switches—

Rice Jct.—

This switch is electrically controlled by operator at St. Cloud Yard.

MINNESOTA DIVISION

(Benson - Huron) (Hayti - Sioux Falls)

TWELFTH AND SIXTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Between 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	12 MPH.
approaching 6th and 8th street crossings	6 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. and over	263,000 lbs.
Except Sioux Falls to Hayti.	220,000 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 necessary between Hayti and West Side Jct. and Benson and Huron.

MINNESOTA DIVISION

(Aberdeen Line Jct. - Aberdeen)

FOURTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Geneseo Jct. and Geneseo.	12 MPH.
Geneseo and Aberdeen.	35 MPH.
Between Absolute Signals of Interlockings at:	
Aberdeen.	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)—**
At Aberdeen Line Jct. Rule 83(B) does not apply.
Eastward fourteenth subdivision trains will require Soo Line RR clearance at Aberdeen.
5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between Genesee Jct. and Aberdeen.

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 necessary.

MINNESOTA DIVISION

(Elk River - Princeton)

SEVENTEENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
Elk River and Princeton 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.
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 necessary.

MINNESOTA DIVISION

(Villard - Morris)

EIGHTEENTH SUBDIVISION

1. **Speed Restrictions—**
Villard and Morris Maximum Speeds Permitted
At Villard approaching main street crossing 12 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 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.**

MINNESOTA DIVISION

(Little Falls - Brainerd)

NINETEENTH SUBDIVISION

1. **Speed Restrictions—**
Maximum Speeds Permitted
Little Falls and Brainerd 30 MPH.
Bridge 106 and Little Falls 10 MPH.
Little Falls and Brainerd, 315,000 lbs. 20 MPH.
At Brainerd, over public crossings. 10 MPH.
150 ton derricks, pile drivers 24 to 34 inclusive, cars under 40 feet long and weighing between 177,000 and 220,000 lbs. when coupled in groups of two or more and cars over 40 feet long weighing between 220,000 and 263,000 lbs. when coupled in groups of two or more and 315,000 lb. cars which must be preceded and followed by a car weighing less than 177,000 lbs. 10 MPH.
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 and Brainerd:
250 ton wrecking derricks and pile drivers NP 25. . . Not Permitted
U25C, U28C, U33C and SD45
Series Diesel Electric Engines 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—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Little Falls Rule 83(B) does not apply.
5. Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99 is not necessary.

MINNESOTA DIVISION

(Sauk Centre - Park Rapids)

TWENTIETH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Sauk Centre and Park Rapids.	30 MPH.
Absolute Signals of Interlockings at:	
Park Rapids Jct. and 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)—**

At Park Rapids, Rule 83(B) does not apply.
5. **At Wadena—**

At Wadena trains performing switching must spot cars short of insulated joints to avoid unnecessary operation of crossing signals on Highway No. 10.
6. **Unless otherwise instructed, protection against following trains, as required by Consolidate Code Rule 99, is not necessary.**

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, train order authority not required, and Rule 93 applies.**
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, track south of the eastward track, between the connection to eastward track and the first crossover to the eastward track, is designated as a siding.**

Before occupying First Subdivision main track, all trains will call the operator for information as to other train movements and avoid delay to important trains. First Subdivision instructions govern.
9. **At Fergus Falls, trains must stop not less than twenty-five (25) feet from Fourth Subdivision crossing over Rosengren spur, and then send flagman ahead to protect the movement.**
10. **At Gwinner—**

Trains must approach Gwinner expecting to find cars spotted on main track between siding switches without flag protection.
11. **Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99, is not necessary.**

MINNESOTA DIVISION

(Wadena - Oakes)

TWENTY-FIRST 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.
MP 133 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	15 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.

MINNESOTA DIVISION

(Ludden Jct. - Forbes)

TWENTY-SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
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 length.	220,000 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 necessary.**

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.

WISCONSIN DIVISION

(Coon Creek - Boylston)

FIRST SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Boylston and Foxboro	40 MPH.
Boylston Wye Track.	10 MPH.
Long lead, west end Sandstone Yard.	15 MPH.
Trains or engines through No. 20 turnouts at following locations:	35 MPH.

Boylston Crossover	Grasston
Askov	Coon Creek Jct. and Crossover
Hinckley	Cambridge
Brook Park. Jct. and Siding	Bethel

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—

All trains register by ticket at Coon Creek.

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

At Boylston and Brook Park Rule 83(B) does not apply.

5. Hinckley, automatic block signal 72.1 governing westward trains, is located on left hand side of main track about 500 feet west of depot.

6. Spring Switches—

A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(H).

7. Dragging Equipment Detector Indicator—

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

WISCONSIN DIVISION

(White Bear Lake - Garfield Ave.)

SECOND SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Garfield Ave. and West Duluth Jct.	30 MPH.
Over 21st Ave. West Crossing.	15 MPH.
Between Garfield Avenue—Mahtowa—315,000 lbs.	20 MPH.
Curve 129 between 1585 feet and 3227 feet east of MP 129.	35 MPH.
MP 129 and MP 85	50 MPH.
Through Pine City	25 MPH.
Through Rush City	30 MPH.
MP 14 and MP 11	50 MPH.
Cloquet and MP 4	15 MPH.
MP 4 and Carlton	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—

At Carlton trains register by ticket.

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

At Carlton—all trains secure clearance.

At White Bear Lake—Rule 83(B) does not apply.

5. Spring Switches—

West Duluth Jct., at junction of Second and Eighth Subdivisions, not equipped with facing point lock.

6. 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.

7. At Carlton—

Trains from the Second Subdivision must obtain permission from operator before entering the Fourth Subdivision. In case of communications failure, trains may proceed by observing Rules 93, 99 and 513.

8. At Cloquet—

Protection must be provided for other than through train movements at the Northwest Paper Mill crossing (East Cloquet) and Arch Street crossing, west of depot.

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

9. 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 red signals.

10. Main track out of service from MP 131 to MP 145 between Carlton and West Duluth Jct.

WISCONSIN DIVISION

(Brainerd - International Falls)

THIRD SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Brainerd—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 185 Little Fork	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, Mill Park and Skelly Oil	20 MPH.
Other public crossings	15 MPH.
Over diamond of interlocking plant.	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.

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 Bemidji—All trains secure clearance.

5. Bemidji Automatic Interlockings—

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.

6. At Big Falls—Track serving the National Pole & Treating Company must not be used beyond 1,510 feet from Highway No. 71 crossing.

7. At International Falls—On K and S tracks all movements across Sixth Street must be protected.
8. At Pine River—Leave the second crossing west of depot open account fire station located on west side of village.
9. Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99 is not necessary.

WISCONSIN DIVISION

(Central Ave. - Staples)

FOURTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
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)	49 MPH.
At Brainerd, over public crossings.	10 MPH.
Between east switch of north siding (east of car shop) and Third Subdivision connection at 8th Street.	20 MPH.
At Aitkin, over Highway 169 crossing with engine or leading car—eastward trains.	40 MPH.
Over Bridge 9 west of Central Ave.	10 MPH.
Avoid using automatic brakes on bridge, except in emergency.	
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.
Unit coal trains with BN series cars 522300-522399 inclusive weighing not more than 263,000 lbs. each with load equally distributed to all axles, will not exceed.	10 MPH.
Cars over 52.5 feet 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.

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 and Central Ave. trains register by ticket.

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

5. Spring Switches—

Deerwood, at junction to Ironton, one and three-fourths miles east of station, normal position for through movement to Loerch.

A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch, be governed by Rule 104(H).

6. At Carlton—

East and west crossover switches on Fifth Subdivision and Fourth to Fifth Subdivision switch are dual control and supervised by train dispatcher at Superior, who is also the control operator.

On Fourth Subdivision, the west switch of the Fifth Subdivision Connecting Track, will be lined and locked for the Fifth Subdivision Connecting Track.

Westward trains on Fourth Subdivision must obtain permission from operator before operating the switch to Fifth Subdivision Connecting Track. In case of communications failure, trains may proceed by observing Rules 93, 99 and 513.

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: —0
 Between Interchange Track and west wye: 0000
 To siding: 00—

8. At Aitkin—

Woodland Container Company using wheel stops and blue flags to protect cars loading at their dock.

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.

10. At Brainerd—

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. At Ironton—All train movements beyond Ironton must be made with one unit only. Other moves between Deerwood and Ironton can be made with all units in consist.

12. At Staples—City ordinance prohibits blocking any street crossing for longer than 10 minutes. Eastward and westward extra trains will stop a sufficient distance from Sixth Street crossing and Seventh Street crossing to insure crossing will not be blocked. Extra trains being met or passed at Staples will stay clear of Sixth Street crossing and Seventh Street crossing, stopping if necessary, until all vehicular traffic held by preceding train has been allowed to clear crossings.

WISCONSIN DIVISION

(Duluth - Crookston)

FIFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
MP 0.0 Duluth and MP 5.3 Superior	15 MPH.
At Superior between Central Ave. and main line switch to LST&T at 16th Ave. Belknap yard	40 MPH.
Central Ave. and Boylston	50 MPH.
Boylston and Mirbat	40 MPH.
Gunn and Crookston	49 MPH.
Loaded unit coal and potash trains from MP 30 to MP 80.0 between Erskine and Bemidji and from MP 164 to MP 117 between Cass Lake and Cohasset	30 MPH.
Other trains from MP 30 to MP 80.0 between Erskine and Bemidji and from MP 164 to MP 115 between Cass Lake and Seyton	35 MPH.
Between Gunn and Cloquet handling pulpwood	30 MPH.
Between Absolute signals of Interlocking at—	
Bridge 29	20 MPH.
Bemidji	20 MPH.
Thru car oiler Superior	5 MPH.
Over wheel checker—	
Saunders	20 MPH.
Except ore trains	15 MPH.
Cass Lake, on all tracks over footwalk crossing located west of Mainline switch to Roundhouse	10 MPH.
Trains or engines through No. 20 turnouts at following locations:	35 MPH.
Saunders	Crossover
Boylston	Crossover
Brookston	End Dbl. Trk.
Paupores	Island
	Philbin
	Swan River
Trains or engines through No. 15 turnouts at following locations:	25 MPH.
Boylston	Jct.
Cent. Ave.	Crossover
Saunders	Jct.

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—

All trains register by ticket at Saunders and Crookston.
 At Grand Rapids—Only trains that originate and terminate will register.
 Tilden Jct.—Trains register when directed by train order.

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

At Duluth, Brookston, Gunn and Tilden Jct. Rule 83(B) does not apply.
 At Cass Lake—All trains secure clearance.
 At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

5. **Spring Switches without Facing Point Lock—**
Superior, east 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 west of unloader is for unloading track.
Normal position of switch east of unloader is for runaround track.
6. **Spring Switches—**
A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(H).
7. **Main track switches to the following spur tracks located in CTC territory are not equipped with electric locks:**
Mirbat, Wawina, Webster Spur, Saunders—Soo Line connections. Rule 268(A) applies.
8. **Automatic Interlocking Not Indicated at Station—**
Superior
73rd St., Soo Line RR Crossing
Interlocking signal on eastward track west of Minnesota Draw governs movements to BN track and to C&NW track.
Interlocking signal on westward track east of Elevator Station governs movements to Straight Main track and to BN freight track.
Westward trains entering onto Minnesota Draw and eastward 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, westward trains will stop before entering onto Wisconsin Draw and eastward 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".
Bridge 29—Four miles west of State Line.
9. **Restricted Clearances—**
Superior, bents under Fifteenth Street viaduct will not clear man on side of car or engine.
10. **At Duluth and Superior—**
Yardmaster Duluth will notify Central Avenue Tower of all out-bound movements originating Duluth Yard.
Yardmaster Superior will notify Central Avenue Tower of all out-bound movements originating Superior Yard.
Incoming Trains and transfers from East End will get permission via radio from Central Avenue Tower Operator before crossing Tower Avenue.
Central Avenue Tower Operator will notify yardmasters Superior and Duluth of all inbound movements.
11. **At Superior—**Normal position of main line switch at 16th Ave. Belknap yard will be lined for LST&T yard. All train and yard movements affecting this switch must see that it is restored and locked in normal position.
12. **At Central Ave.—**
When setting out or picking up, trains must not block 58th Street, and Tower Avenue crossings.
13. **At Carlton—**
East and west crossover switches on Fifth Subdivision and Fourth to Fifth Subdivisions switch are dual control and supervised by train dispatcher at Superior, who is also the control operator.
14. **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.
15. **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.
16. **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.
17. **Dragging Equipment Detector Indicator—**
Eastward trains, on signal 30.2 approximately 1 mile east of Bridge 29.
Westward trains on Signal 28.1 approximately 1 mile east of Bridge 29.
18. **Failed Equipment Detector Locations—**
MP 60—Two miles west of Brookston.
MP 105—Two miles east of Gunn.
19. **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.
20. **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 setouts 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.
21. **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.
22. **At Seyton—**Normal position of east switch to Tioga spur, will be lined for Tioga spur.

WISCONSIN DIVISION

(Brookston - Gunn) (Virginia - Kelly Lake)

NINTH AND TENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Brookston and Gunn (via Kelly Lake)	45 MPH.
Kelly Lake and Dormer Jct.	30 MPH.
Between Absolute Signals of Interlocking at:	
Emmert.	20 MPH.
All trains over Jct. Switches Gunn	15 MPH.
Through siding turnouts at Fermoy, Baden and Onega . .	35 MPH.
At Taconite Jct.—Westward trains approach absolute signal at MP 21.5.	30 MPH.
Eastward trains approach signal 50.2 at MP 22.2	30 MPH.
This does not modify requirement of complying with signal indication.	

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 Kelly Lake, Register is only for trains originating.

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

At Brookston and Gunn Rule 83(B) does not apply.
At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

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—

A lunar light displayed on the spring switch light 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).

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.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

12. The main track between the end of CTC at Keewatin and the beginning of CTC at Gunn is all yard limit. Transfers must obtain permission from Train Dispatcher before occupying main track.

13. 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.

14. Train and engine movements 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.

15. 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.

16. 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.

17. 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.

18. Crossovers on Double Track—

Facing Point—Hull Crusher, Ruby Jct.

Trailing Point—Stevenson, Agnew, Hull Rust, Scranton, North Mitchell, Kerr, Hibbing.

WISCONSIN DIVISION

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

FIFTEENTH AND SIXTEENTH SUBDIVISIONS

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Moorhead and MN Jct.	35 MPH.
Glyndon and MN Jct.	40 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.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**

Eastward Fifteenth Subdivision trains operating to Glyndon thence Minnesota First Subdivision must obtain train order authority on Minnesota 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.

At Glyndon, Moorhead and M.N. Jct. Rule 83(B) does not apply.
- At Glyndon—Train movements over county highway 117 crossing must be protected by a member of the crew at the crossing.**

Trains moving from Minnesota First Subdivision to Wisconsin Fifteenth Subdivision must stop within 50 feet of highway 10 crossing North of Glyndon to activate highway protection.

WISCONSIN DIVISION

(Calspur Jct. - N.P. Jct.)

SEVENTEENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Calspur Jct. and N.P. Jct.	35 MPH.
Grafton, over public crossings	12 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.
Over 52.5 ft. long	315,000 lbs.
- Train Register Exceptions—**

Seventeenth Subdivision trains will register at Grafton when directed by train order.
- Clearance Provisions and Exceptions Rule 83(B)—**

At Calspur Jct. and N.P. Jct. Rule 83(B) does not apply.
- Railroad Crossings not Indicated at Station—**

Between Voss and Grafton—Eighteenth Subdivision crossing.
- Track between Calspur Jct. and Key West is considered industrial track, Rule 105 of the Consolidated Code of Operating Rules applies.**

WISCONSIN DIVISION

(PA Tower - Greta) (Grafton - Walhalla) (Larimore - Hannah)

EIGHTEENTH, NINETEENTH AND TWENTY-FIRST SUBDIVISIONS

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Larimore and Hannah.	30 MPH.
PA Tower and Neche	40 MPH.
Grafton and Walhalla	35 MPH.
Between absolute signals of interlocking at PA Tower. . .	22 MPH.
At Walhalla, over Highway No. 32	10 MPH.
Nineteenth and Twenty-First Subdivisions—Engine series SD7 and SD9 restricted	25 MPH.
Grafton, over public crossings	12 MPH.
Twenty-First Subdivision—Kerry Pit tracks.	5 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

Eighteenth and Nineteenth Subdivisions, engines in the series SD7 and SD9 must not go in on Koehmstedt Spur Minto, MRTJ Potato Spur Grafton, Mill Spur Cavalier, Mill Spur or Rutherford Spur Walhalla.

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.
Cars over 52.5 ft. in length	315,000 lbs.
- Train Register Exceptions—**

Eighteenth and Nineteenth Subdivisions, trains will register at Grafton only when directed by train order.
- Clearance Provisions and Exceptions Rule 83(B)—**

At Grafton and Larimore Rule 83(B) does not apply.
- Automatic Interlocking Not Indicated at Station—**

Inkster 6.6 miles west Soo Line Crossing
- Railroad Crossing not Indicated at Station—**

Between Minto and Grafton . . . Seventeenth Subdivision crossing
- Greta—within yard limits the C.P. trackage may be used.**
- Nash—Cars left on team track should have at least one car length's clearance on Walsh County road No. 6 just east of No. 27 spot. Clearance should be checked from north side of track.**

WISCONSIN DIVISION

(Crookston - Larimore)

TWENTIETH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Crookston and Grand Forks		49 MPH.
Over crossover just west of Crookston.		12 MPH.
Grand Forks and PA Tower.	50 MPH.	49 MPH.
PA Tower and Larimore	79 MPH.	
PA Tower thru turnouts of junction switches.		25 MPH.
PA Tower over connecting track between D.L. switch and F.O. switch . .	10 MPH.	10 MPH.

DAKOTA DIVISION

(Dilworth - Bismarck)

FIRST SUBDIVISION

- Between Absolute Signals of Interlockings at PA Tower 22 MPH.
- Emerado Air Base spur: From bridge, just east of State Highway No. 2, to end of base. 10 MPH.
- Trains handling missiles not to exceed 5 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.
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 Rule 83(B) does not apply to first class trains.
At Larimore Rule 83(B) does not apply.
5. **Spring Switches—**
A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(H).
6. Normal position of west switch on west leg of wye, Noyes Jct., is lined for Twentieth Subdivision.
7. 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.
8. 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 Minneapolis and Minot and crews of these trains will see that careful movement is made while backing up.
Back up movement not to exceed 22 MPH.
9. **PA Tower—Crossover Switch** for trains from Dakota Division Eighth Subdivision to Twentieth Subdivision and connecting switches are located as follows:
G.F. Switch 0.3 miles west of PA Tower
D.L. Switch 1.3 miles west of PA Tower
F.O. Switch 1.2 miles east of PA Tower

1. **Speed Restrictions—** Maximum Speeds Permitted
- | Zone—Between | Passenger | Freight |
|--|-----------|---------|
| Dilworth and Bismarck. | 75 MPH. | |
| Against the current of traffic on double track. | 59 MPH. | 49 MPH. |
| Eastward trains: | | |
| 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 59 (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. |
| Windsor to Jamestown | | 40 MPH. |
| Coal Trains not handled with RCU (Remote Control Units). | | |
| Maximum speed | | 40 MPH. |
| Except between Windsor and Jamestown | | 35 MPH. |
| ALL TRAINS | | |
| 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. | | |
| Dilworth: Freight trains passing Yard Office unless otherwise instructed by Yardmaster on duty. 5 MPH. | | |
| Buffalo: Through No. 20 turnout at end of double track. | | 30 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. |
| Jamestown, over spring switch on Westward track at West end of Yard. | | 30 MPH. |
| Bismarck, over street crossings, 3rd to 26th Streets, inc. engine or leading end of all trains | | 30 MPH. |
| Bloom, eastward trains other than loaded coal trains through No. 16 turnout at end of double track | | 30 MPH. |

At Jamestown all trains must obtain a clearance.

At Moorhead Jct. and Fargo, all trains must obtain verbal authority from the operator at Dilworth before entering the 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—

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

A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(H).

6. Automatic Interlocking not Indicated at Station—

Bismarck, 2 miles east. Soo Line crossing.

7. Automatic Dual Control Switch—

Eldridge.

Dual control switch at end of double track is automatically operated. Normal position of switch is for eastward 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.

8. Crossovers not Indicated at Station—

MP 96 west of Jamestown.

9. Sidings—

Loaded coal trains will not exceed 5 MPH on sidings Windsor, Ladoga, Driscoll, Sterling, Burleigh, Pierce and Bismarck and must not use any other sidings except Koldok, Peak and Eckelson and yard tracks 2, 3, 9 and 10 in east bound yard at Dilworth.

Windsor, north siding is westward; south siding is eastward.

Medina, north siding is eastward; south siding is westward.

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.

10. Yard Limits—

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.

11. Signal Overlap Signs—

Near Pierce, sign governing westward trains located north of main track 4760 feet west of MP 188. Westward trains holding main track to meet an opposing train will not pass Signal Overlap sign before arrival of opposing train at Pierce, to avoid placing intermediate signals in stop position for the opposing movement.

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.

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 Second Subdivision remotely controlled by operators at Fargo Passenger Station.

At Fargo—

Normal position of switch at 25th St. is for Dakota First Subdivision. Eastward First Subdivision passenger trains will cross over to westward track at 27th St. in compliance with Rule 513 to enter Second 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 feet west of MP 27 and 335 feet west of MP 31 remotely controlled by train dispatcher at Minot, North Dakota. Rules 251-254 do not apply in this territory.

14. At Buffalo and Bloom, 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.

16. At Bismarck—

Soo Line Interlocking, a special track circuit is installed on the main track over the crossing. Special circuit extends one car length either side of crossing. Cuts of three cars or less must not be left on this track circuit.

DAKOTA DIVISION

(Breckenridge - 25th Street)

SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Breckenridge and Moorhead Jct.	79 MPH.	
Over Milw Crossing 3.6 miles west of Wahpeton Jct.	60 MPH.	35 MPH.
ALL TRAINS		
Within 261-264 Territory Moorhead Jct.—Fargo Jct. . . .	22 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.

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 Jct. 12 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.
Cars over 52.5 ft. long 315,000 lbs.

3. Train Register Exceptions—

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

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

Fargo Yard Office—Register is only for freight trains.

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

At Wahpeton Jct., Moorhead Jct., Moorhead, Fargo Jct. and 25th Street Rule 83(B) does not apply.

At Moorhead trains and engines from Wisconsin Sixteenth Subdivision must not enter Second Subdivision main track without permission from control operator at Fargo Passenger Station.

At Fargo Passenger Station all trains must obtain a clearance.

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

6. 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 crossovers. 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 Second Subdivision and east Switch of connection between First Subdivision, Second Subdivision and Minnesota Fourth Subdivision remotely controlled by operator at Fargo Passenger Station.

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

7. 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.

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

Normal position of east leg of wye switch at Fargo Jct. is for Fifth 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 Rule 302 (switch indicator) or Rule 513, eastward trains will be governed by eastward absolute signal located 980 feet east of Fargo Jct.

DAKOTA DIVISION

(Wahpeton Jct. - Casselton)

THIRD SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Chaffee Line Jct. and Chaffee	22 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.
Cars over 52.5 ft. long 315,000 lbs.

3. Train Register Exceptions—None.

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

At Wahpeton Jct. and Chaffee Line Jct. Rule 83(B) does not apply.

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 necessary between Chaffee Line Jct. and Chaffee.

DAKOTA DIVISION

(Casselton - Surrey)

FOURTH SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between

Trains or engines actuating the points of spring switches; trains or engines through No. 20 turnouts at following locations: 35 MPH.

Nolan West siding switch and Fourth Subdivision Jct. switch.

Siding Switches At:

Luverne

Juanita

Heimdal

Selz

Aylmer

Guthrie

Simcoe

Surrey All switches.

New Rockford. . West yard lead.

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.

All engines having three wheel trucks are not allowed in Falsen Pit.

3. Train Register Exceptions—

At New Rockford—Register for trains originating or terminating only.

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

At Nolan and Surrey Rule 83(B) does not apply.

At New Rockford crews terminating must deliver all clearances, train orders and messages to connecting crew. If connecting crew is not rested, incoming crew will turn their clearances, train orders and messages over to operator who will be on call under these conditions. These clearances, train orders and messages will then be delivered to outgoing crews by operator.

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:

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. Dragging Equipment Detector Indicator and Hot Bearing Detector Indicator—

(Field Readouts)

At MP 57.7 between Pillsbury and Luverne H.B.D. and D.E.D.

At MP 67.1 between Luverne and Hannaford D.E.D. for eastward trains only.

At MP 85.5 between Hannaford and Sutton H.B.D. and D.E.D.

At MP 111.1 between Grace City and Brantford H.B.D. and D.E.D.

(Dispatchers Office Readouts)

MP 142.8 at Hamberg H.B.D.

MP 168.8 between Selz and Aylmer H.B.D.

MP 202.0 between Karlsruhe and Simcoe H.B.D.

MP 204.5 between Karlsruhe and Simcoe D.E.D. for westward trains only—field indicator.

MP 207.8 between Karlsruhe and Simcoe D.E.D. for eastward trains only—field indicator.

7. Automatic Interlockings not Indicated at Station—

Soo Line Crossing 5.1 miles west of Aylmer.

DAKOTA DIVISION

FIFTH, SIXTH, TWENTY-FIFTH, TWENTY-SIXTH AND TWENTY-SEVENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Casselton and Vance	40 MPH.
Niobe and Northgate	30 MPH.
Berthold and Crosby	40 MPH.
Stanley and Grenora	30 MPH.
Noonan, coal mine tracks	5 MPH.
Nolan—West siding switch and Fourth Subdivision Jct. switch.	35 MPH.
Vance—West wye switch—East switch of siding	35 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 Sixth Subdivision cars over 52.5 ft.	315,000 lbs.

3. Train Register Exceptions—

Niobe, Vance and Lignite Jct., register only when directed by Train Order.

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

Fargo Jct., Nolan, Vance, Berthold, Stanley and Niobe Rule 83(B) does not apply.

5. Spring Switches—

Vance, west wye switch, normal position is for Fifth Subdivision.

A lunar light displayed on the spring switch light indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light, be governed by Rule 104(H).

6. Automatic Interlockings not Indicated at Station—

Soo Line Crossing 1½ miles east of Bowbells.

7. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between Niobe and Northgate and Stanley and Grenora.

8. Northgate, when using Canadian National tracks, Canadian National Railway Time Table and rules govern.

9. Three (3) wheeled truck locomotives should not be turned on the wye at Niobe or Northgate.

10. 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 1½ miles east of Prosper.

DAKOTA DIVISION

(Minot - Williston)

SEVENTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Minot and Williston	79 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.
Between Absolute Signals of Soo Line Interlocking at Soo Tower	22 MPH.	22 MPH.
Williston—freight trains on main track and on freight lead from east cross-over switches to the west yard limit board		30 MPH.
Just west of Soo Tower trains or engines using No. 11 turnouts	12 MPH.	12 MPH.
Trains or engines through No. 20 turnouts at following locations:	35 MPH.	35 MPH.
W. L. Switch.End of double track east end Gassman Bridge.		
Gassman Switch .End of double track west end Gassman Bridge.		
Des LacsEnd double track.		
BertholdEast 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.

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.

High horsepower units used in multiple on train setting out at Tioga are allowed only as far as east end of LP loading racks account curvature of track beyond this point unsafe for these units.

3. Train Register Exceptions—

At Soo Tower—Register is for first class trains, extra passenger trains and freight trains 3 and 4 who will register by ticket.

Williston—Through freight trains do not have to register.

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

First Class Extra Passenger Trains and freight trains 3 and 4 obtain clearance at Soo Tower.

At Minot, Berthold and Stanley, Rule 83(B) does not apply.

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

Montana Division freight trains obtain Montana Division clearance at Gavin Yard which will clear the train at Williston.

Dakota Division clearance received at Havre will clear the train at Williston.

At Williston Rule 83(B) does not apply to first class and extra passenger trains. Train and engine crews handling passenger trains will deliver all train orders, clearances and messages to relieving crews.

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 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.

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 Indicators and Hot Bearing Detector Indicators—

At MP 3.7 between Soo Tower and W. L. Switch D.E.D. for westward trains only.

At MP 6.8 between Gassman Switch and Des Lacs D.E.D. for eastward trains only.

(Dispatcher Readouts)

At MP 19.5 between Des Lacs and Berthold H.B.D.

At MP 46.5 between Blaisdell and Palermo H.B.D.

At MP 67.5 between Ross and White Earth H.B.D.

(Field Readouts)

At MP 92.1 between Temple and Ray H.B.D. and D.E.D.

9. Between J. D. Switch and end of double track Soo Tower there is no superiority of trains. That portion of Consolidated Code of Operating 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 two points. All train and engine movements must be made at reduced speed. To avoid delays to first class trains, all trains and engines using the main track between end of double track Soo Tower and J. D. Switch must contact either the Soo Tower operator or the Gavin Yard operator by radio for information relative to overdue first class trains.

DAKOTA DIVISION

(Fargo Jct. - PA Tower)

EIGHTH SUBDIVISION

- | | |
|--|--------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Passenger Freight |
| Fargo Jct. and PA Tower | 79 MPH. |
| Hillsboro—Between east and west siding switches. | 60 MPH. 50 MPH. |
| Trains or engines through No. 20 turnouts of sidings at Hillsboro and Gardner. | 35 MPH. |
| Trains or engines through turnouts of Jct. switches at PA Tower. | 25 MPH. |
| At PA Tower over connecting track between F.O. Switch and D.L. Switch | 10 MPH. 10 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.
Cars over 52.5 ft. long 315,000 lbs.
3. Train Register Exceptions—
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—Rule 83(B) does not apply.

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. 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

(Larimore-Minot)

NINTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Passenger Freight
Larimore and Minot	79 MPH.
At Devils Lake over crossings on Twenty-Eighth Subdivision	12 MPH.
At Surrey over all switches	35 MPH.
At Minot, all trains over footwalk just east of passenger station	10 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.
Cars over 52.5 ft. long 315,000 lbs.
At Devils Lake engines heavier than a G.P. 20 not permitted on industry tracks.
3. **Train Register Exceptions—**
At Larimore and Gavin Yard—Register for trains originating or terminating only.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Larimore, Lakota, Churchs Ferry, York, Rugby, Towner, Granville, Surrey and Minot Rule 83(B) does not apply.
At Devils Lake all trains will require clearance.

Montana Division freight trains obtain Montana Division clearance at Gavin Yard which will clear the train at Williston.
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 the following points as compared with speed table:
Eastward trains, between MP 79 and MP 78 between Keith and Crary.
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 miles east of Grand Harbor.
7. **Restricted Clearances—**
Minot stock yards, account elevated tracks north of bulkheads, employees must not get off on the south side from cars or engines while in motion.

8. **Between Gavin Yard and Soo Tower—**

Eastward and westward freight leads in service between Soo Tower 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.

9. Track between Gavin Yard and Tatman is considered industrial track, Rule 105 of the Consolidated Code of Operating Rules applies. A member of crew must be on ground and protect all movements where Tatman Air Base spur crosses Highway 83.
10. Between J. D. Switch and end of double track Soo Tower there is no superiority of trains. That portion of Consolidated Code of Operating 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 two points. All train and engine movements must be made at reduced speed. To avoid delays to first class trains, all trains and engines using the main track between end of double track Soo Tower and J. D. Switch must contact either the Soo Tower operator or the Gavin Yard operator by radio for information relative to overdue first class trains.

DAKOTA DIVISION

TENTH, ELEVENTH, TWENTIETH, TWENTY-FIRST, TWENTY-SECOND, TWENTY-THIRD, TWENTY-FOURTH, TWENTY-EIGHTH AND TWENTY-NINTH SUBDIVISIONS

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Vance and Larimore	30 MPH.
Erie Jct. and Clifford	22 MPH.
Churchs Ferry and St. John	40 MPH.
York and Dunseith	35 MPH.
Rugby and Antler	30 MPH.
Towner and Dunning	22 MPH.
Granville and Sherwood	25 MPH.
Nolan and Hansboro	35 MPH.
Lakota and Sarles	35 MPH.
Twenty-Third and Twenty-Eighth Subdivisions—Engine series SD7 and SD9 restricted	22 MPH.
Devils Lake, over crossing on Twenty-Eighth Subdivision	12 MPH.
2. **Train Register Exceptions—**
At Larimore register is for trains originating or terminating only.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Vance, Larimore, Erie Jct., Churchs Ferry, York, Rugby, Towner, Granville, Nolan and Lakota Rule 83(B) does not apply.

5. At Larimore—Normal position for east switch of the east leg of the wye—will be lined for the east leg of the wye.
6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99 is not necessary on these subdivisions.
7. Track between Portland Jct. and Portland is considered industrial track, Rule 105 of the Consolidated Code of Operating Rules applies.

DAKOTA DIVISION

(Fargo - Streeter)

TWELFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Fargo and Edgeley	40 MPH.
Edgeley and Streeter	25 MPH.
Verona, over Highway 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 ft. or less in length. 220,000 lbs.
Over 40 ft. long. 263,000 lbs.
3. **Train Register Exceptions—**
Independence and Lamoure—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**At Fargo, Independence, Lamoure, and Streeter Rule 83(B) does not apply.
5. **At Independence—**Normal position of west switch is lined for Sixteenth Subdivision.
6. **At Lamoure—**The normal position of main line junction switch is for movement from Twelfth Subdivision to Sixteenth Subdivision.
7. **At Edgeley Junction—**Normal position of switch is for through movement between Berlin and Jud.
8. **Yard Limits—**The tracks between yard limit signs east and west of Edgeley Junction, at Edgeley, and between Edgeley Junction and Edgeley will be operated as one yard.
9. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not necessary between Fargo and Independence and between Lamoure and Streeter.

DAKOTA DIVISION

THIRTEENTH, FOURTEENTH, FIFTEENTH, EIGHTEENTH, AND NINETEENTH SUBDIVISIONS

1. **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.
Sanborn and McHenry	30 MPH.
Pingree and Wilton	30 MPH.
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.
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 length. 220,000 lbs.
Over 40 ft. long. 263,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Marion, Sanborn, McHenry, Pingree, Wilton, Carrington, Turtle Lake, Oberon and Esmond Rule 83(B) does not apply.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99, is not necessary.

DAKOTA DIVISION
(Oakes - Leeds) (McKenzie - Linton)

**SIXTEENTH AND SEVENTEENTH
SUBDIVISIONS**

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Leeds and MP 71 (West of Sheyenne)	30 MPH.
MP 50 and Jamestown	40 MPH.
Jamestown and Lamoure	30 MPH.
Independence and Oakes.	25 MPH.
At Carrington, between First St. South and Second St. North.	25 MPH.
McKenzie and Linton.	30 MPH.
Diesel units and cars in excess of 248,000 lbs. between: Temvik and Linton	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 length.	220,000 lbs.
Over 40 ft. long.	263,000 lbs.

3. Train Register Exceptions—

Independence and Lamoure—Trains will register when directed by train order.

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

At Pingree, Carrington, Oberon, Leeds and McKenzie—Rule 83(B) does not apply.

At Jamestown all trains require a clearance.

5. Railroad Crossings not Indicated at Station—

Minnewaukan, 6.0 miles west.Soo Line Crossing

6. At Jamestown, First Subdivision special instructions govern.

7. 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:

1. Reverse west siding switch.
2. 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.

8. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not necessary.

SPEED TABLE

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